

Western Dubuque Area Safe Routes to School Plan



Western Dubuque Schools

Prepared by the East Central Intergovernmental Association

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Introduction

The goal of the Safe Routes to School program is to enable community leaders, schools and parents across the United States to improve safety and encourage more children to walk and bicycle to school safely. The Western Dubuque Safe Routes to School Plan seeks to achieve this goal through two objectives. The first objective is to involve a variety of local entities in the planning process. Involving city, county, and school officials in the planning process will ensure that parents, local governments, and the schools are communicating and working together on walking and biking projects. The second objective of the plan is to provide a list of projects for each school that, when implemented, will provide students with safer opportunities to walk and bike to school and encourage students to take advantage of these opportunities. The project list can then be used to guide future investments in walking and biking.

The Western Dubuque Safe Routes to School planning process began in the fall of 2009. In early May ECIA staff invited city officials, and Western Dubuque school administrators to be a part of the Western Dubuque SRTS steering committee. The steering committee was responsible for setting the goals and objectives for the planning process, and choosing and prioritizing the projects that would be included in the final plan. The goal of the SRTS planning process was to identify the problems that were preventing students from walking and biking to school safely. Then, based on the list of problems, the steering committee would develop a list of infrastructure and non-infrastructure projects that would address each problem.

Initial efforts in the SRTS planning process were focused on collecting data using surveys. In November of 2009, staff distributed surveys to middle and high school students, and the parents of elementary school students. The surveys served as a means to determine how students were currently getting to school, and which routes they were taking to get there. Once the survey results were compiled, staff met with school administrators and neighborhood associations to develop an initial list of projects. The steering committee prioritized the initial list of projects during a series of public workshop meetings, which were held between February and April of 2010. Following its completion, the project list was presented to County engineering for final review.



Aquin Elementary School

School Location:
608 Third Ave. NW
Cascade, IA 52033-0460

Present Conditions

Number of students: 217

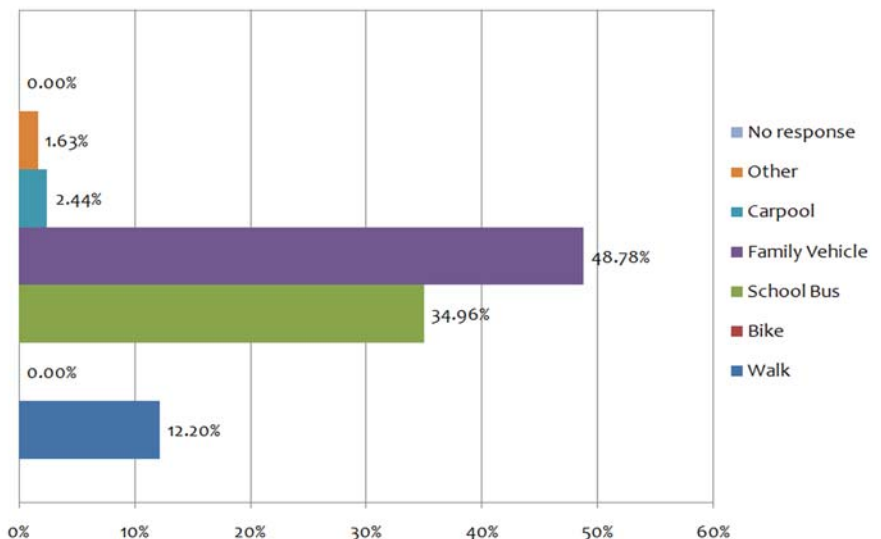
Parent Surveys

Student surveys were administered to parents of children attending grades Kindergarten through 8th at Aquin Elementary School, during the month of November in 2009. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

Travel Mode to School

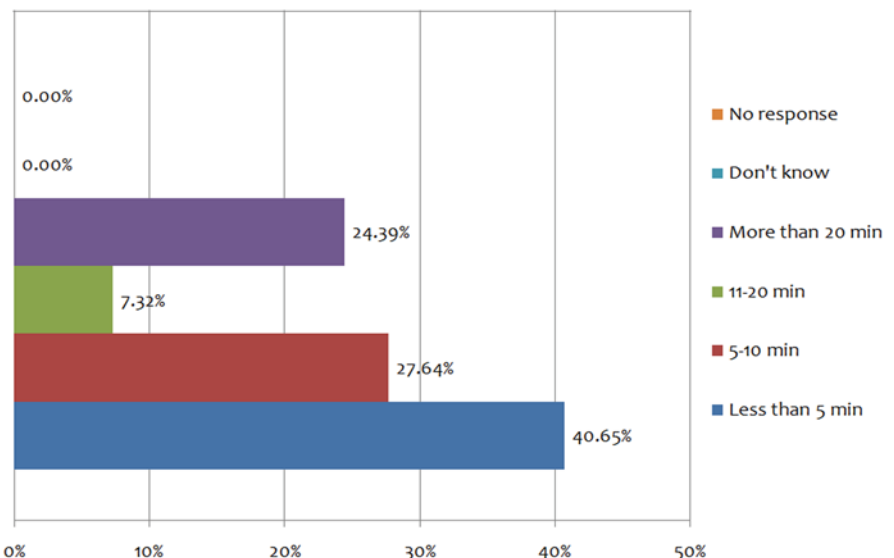
123 parents at Aquin Elementary School responded to the survey, and this constitutes 56.68% of the student body.

Parents responding to the survey stated that their child travels to school most often by family vehicle (48.78%) or by school bus (34.96%).



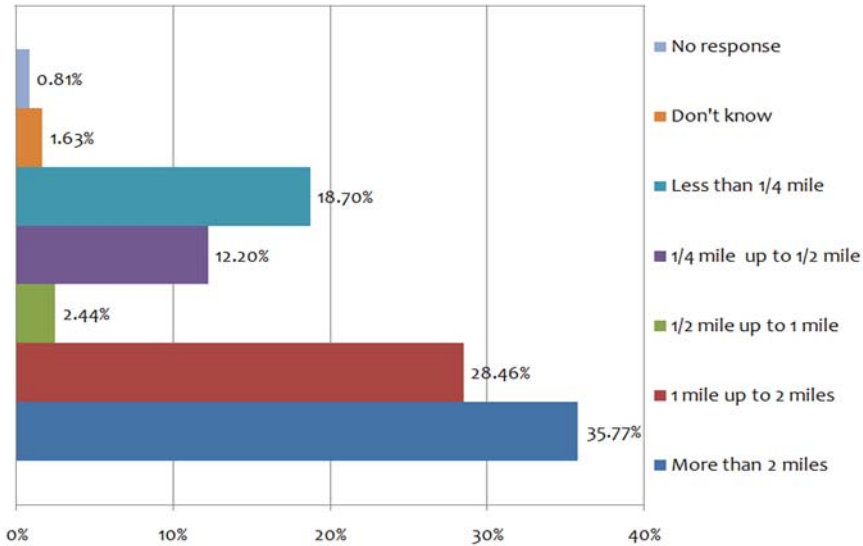
Travel Time to School

68.29% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



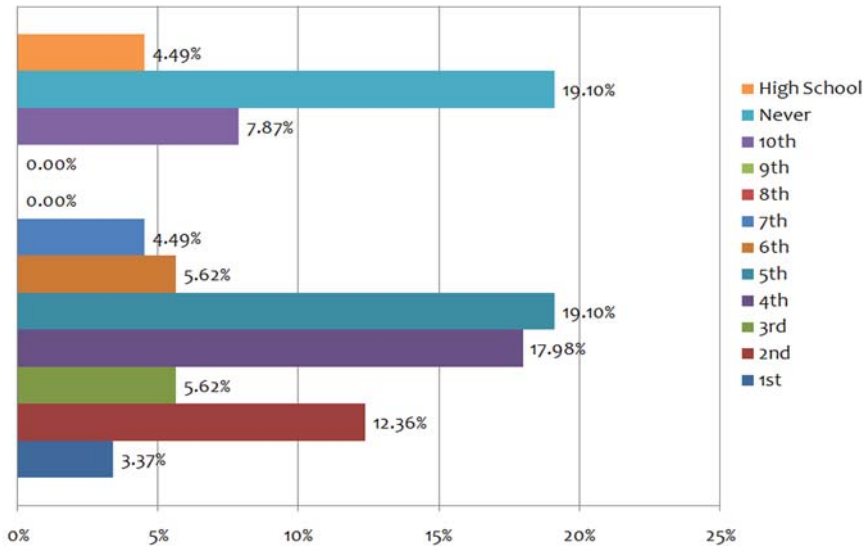
Travel Distance to School

30.9% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



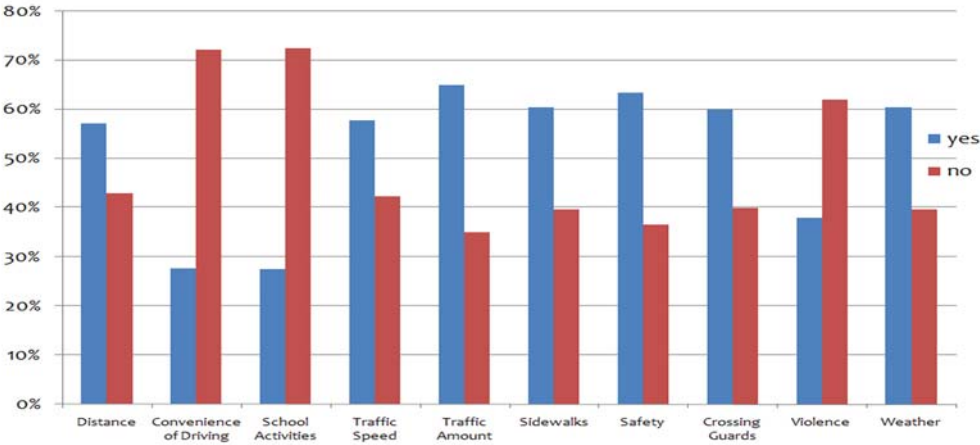
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 5th grade as an appropriate, allowable age for a child to walk or bike to school. The same percent of parents said they would never allow their child to bike or walk to school.



Environmental Factors Impacting Walking/Biking

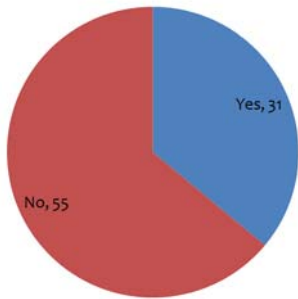
The most common changes that would encourage more students to walk or bike to school included making driving less attractive, changes to the after school activities structure and decreasing violence. The major issues brought up by parents were violence and the convenience of driving.



Interest in Behavior Change Programs • • • • •

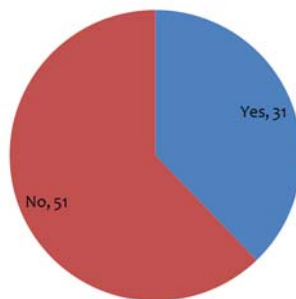
Parents were asked to describe their willingness to participate in the following programs. Program description are below the corresponding pie chart.

Parent Remote Drop-Off



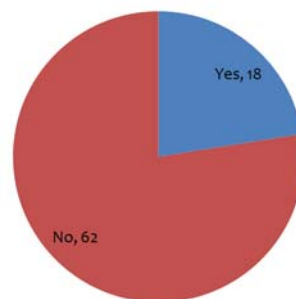
Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



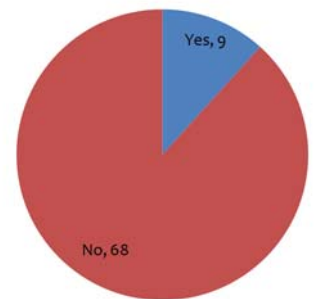
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance

Shared Rural Bus Stops

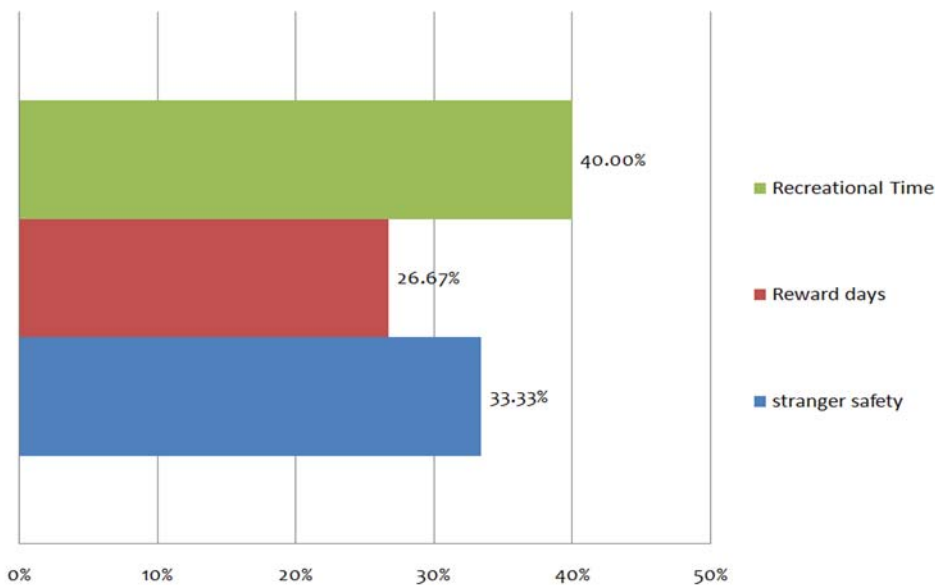


Students walk to a shared bus stop and the bus picks them up from this location.

Bike Racks on School Buses



Students ride their bike to the bus stop and use the bike rack on the school bus to transport the bike to and from school.

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The top parent suggestions for increasing walking and biking were:

1. Stranger safety program
2. Reward days

The streets cited most often by parents as being unsafe included:

1. Highway 136
2. Intersection of 3rd Avenue and Johnson Street
3. 1st Avenue

Aquin Elementary Project List

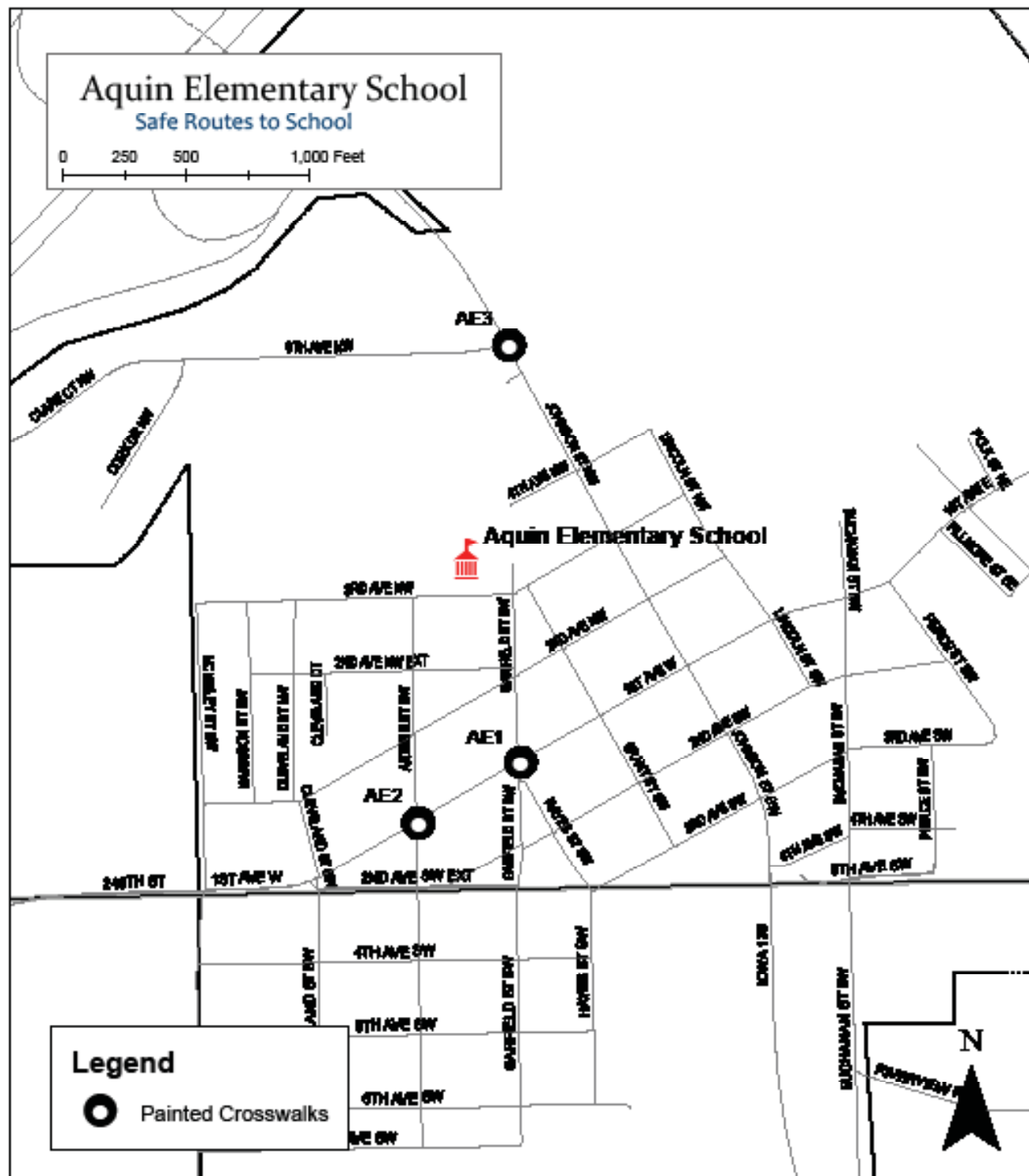
Staff met with Aquin Elementary School administrators and local government officials to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were discussed at this meeting.

	Problem	Solution
AE1	Dangerous intersection 1st Ave & Garfield St.	Painted Crosswalk
AE2	Dangerous intersection 1st Ave & Arthur St.	Painted Crosswalk
AE3	Dangerous intersection at Johnson St NW and 6th Ave NW.	Painted Crosswalk
AE4	Traffic from day care center located on 4th Ave NW creates congestion at arrival and dismissal times.	Improve communication with day care center.
5		
6		
7		



Mapping Aquin Elementary School Project List

Based on the input received during public meetings and input sessions with school administrators, city staff, and the law enforcement, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on the previous page.



Present Conditions

Number of students: 478

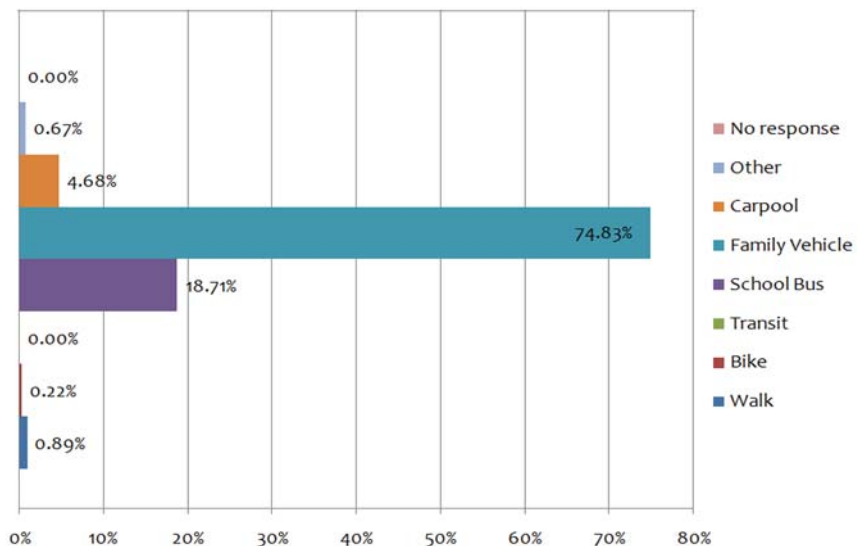
Student Surveys

Student surveys were administered to 7th through 12th graders, at Beckman Catholic Junior/Senior High School, during the month of November in 2009. During class, students were asked to fill out the survey form about their transportation to school. The survey asked students about the safety of their route to school and what they viewed as impediments to walking or biking to school.

Travel Mode to School

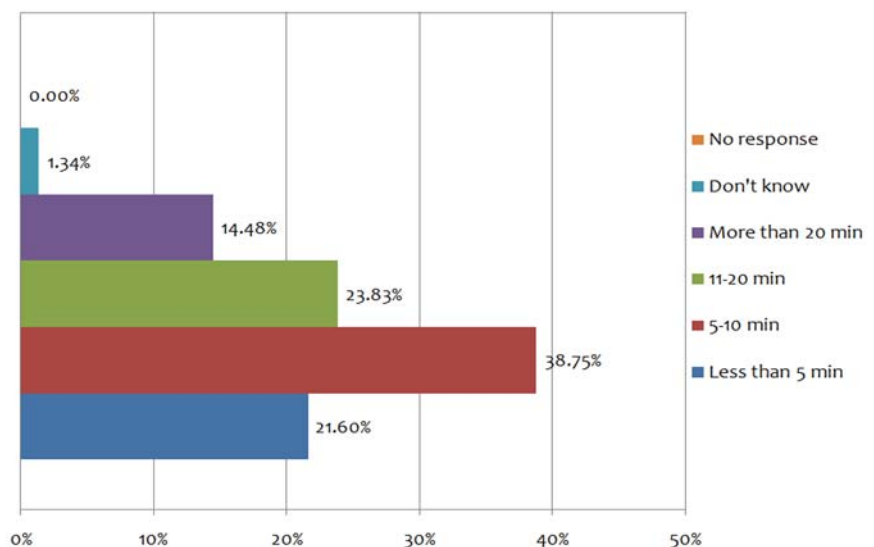
449 students responded to the survey, and this constitutes 94% of the student body.

Students responding to the survey travel to school by a family vehicle (74.83%), by a school bus (18.71%) or by carpooling (4.68%).



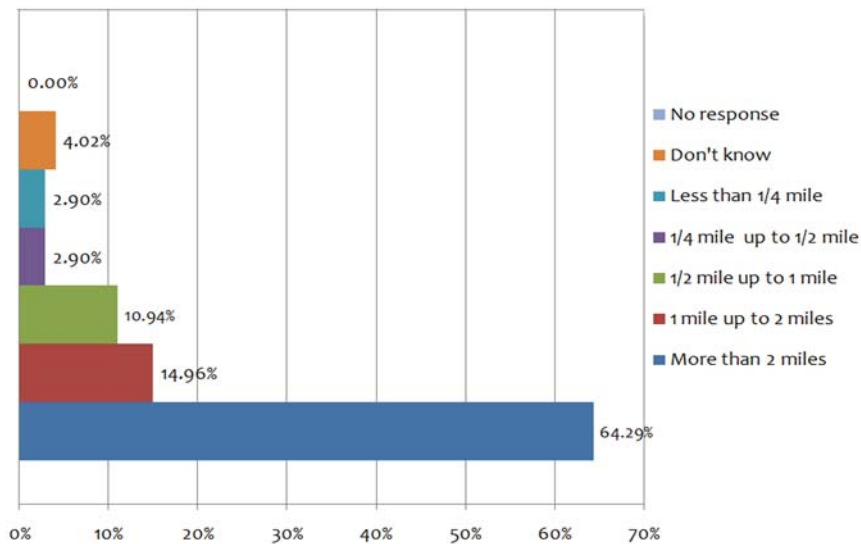
Travel Time to School

60.35% of students responding to the survey stated that they spend less than 10 minutes traveling to school.



Travel Distance to School

Only 5.8% of students responding to the survey travel less than 1/2 mile to school, while 64.29% travel 2 miles or more to attend school.



Incentives/Programs



The top student suggestions for increasing walking and biking were:

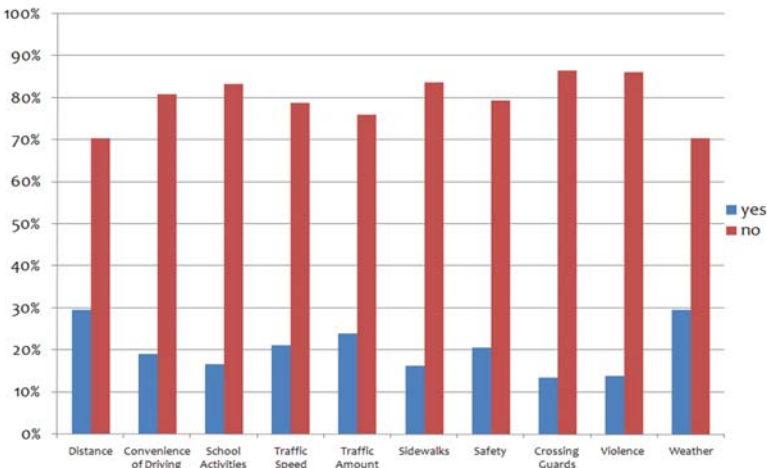
- 1. Money
- 2. Reward/gift
- 3. Street safety

The streets cited most often by students as being unsafe included:

- 1. Highway 20
- 2. Highway 136
- 3. 8th Avenue and Highway 136
- 4. Exit and entrance of parking lot
- 5. 8th Avenue SE and 9th Street SE
- 6. 332nd Avenue
- 7. 15th Avenue SE and 9th Street SE
- 8. Dyersville East Road

Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included a shorter distance, nicer weather and less traffic. The major issues brought up by parents were distance and weather.



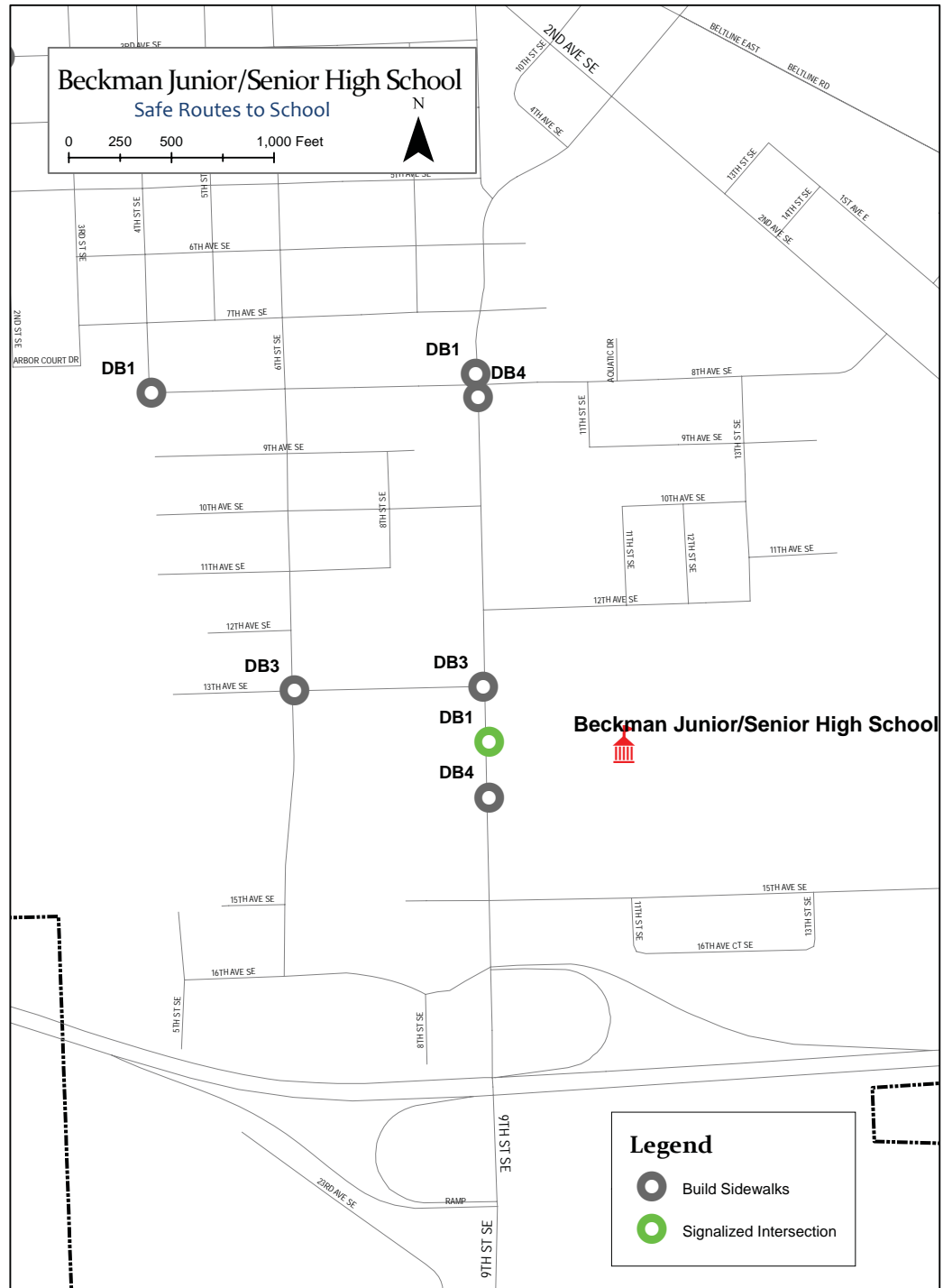
Beckman Junior/Senior High School Project List

Staff met with Beckman Junior/Senior High School administrators and local government officials to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that came out of those meetings.

	Problem	Solution
DB1	Unsafe intersection, exiting the Beckman parking lot.	Stoplight
DB2	No sidewalks on 8th Ave SE	Construct Sidewalk
DB3	No sidewalk on 13th Ave SE	Construct Sidewalk
DB4	Sidewalks on 9th St SE are in need of repair	Reconstruct Sidewalk

Mapping Beckman Catholic Junior/Senior High School Project List

Based on the input received during public meetings and input sessions with school administrators, city staff, and the local law enforcement, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on the previous page.



Bernard Elementary School

School Location:
867 Bernard Road
Bernard, IA 52032-9757

Present Conditions

Number of students: 73

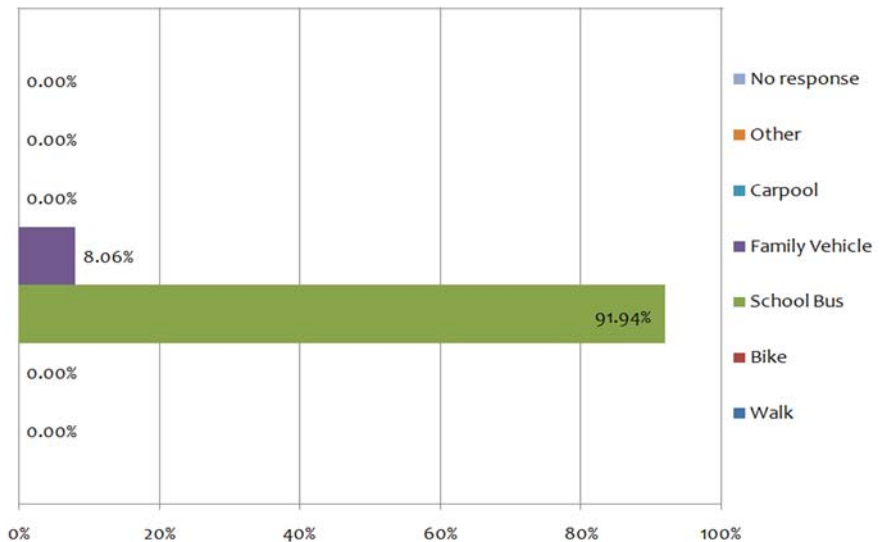
Parent Surveys

Surveys were administered to parents of children attending grades Kindergarten through 6th at Bernard Elementary School, during the month of November in 2009. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

Travel Mode to School

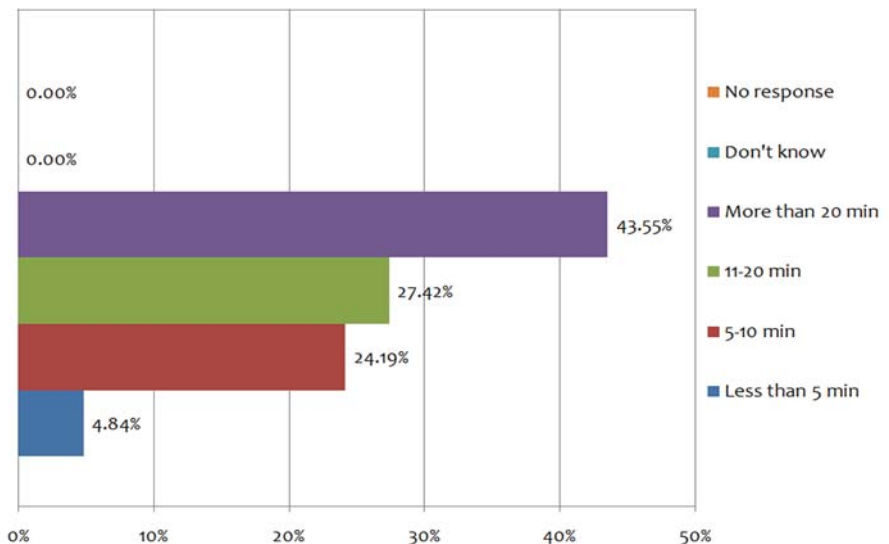
62 parents at Bernard Elementary School responded to the survey, and this constitutes 84.93% of the student body.

Parents responding to the survey stated that their child travels to school most often by school bus (91.94%) or by family vehicle (8.06%).



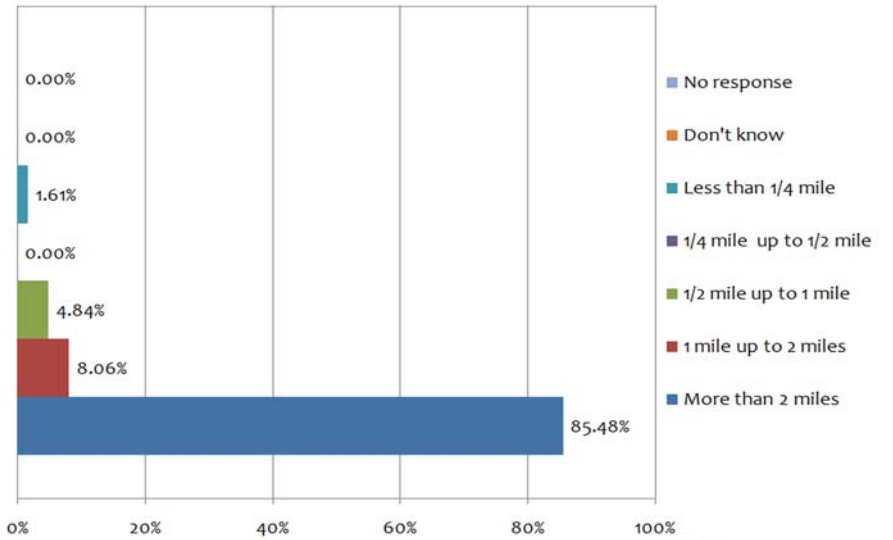
Travel Time to School

29.03% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



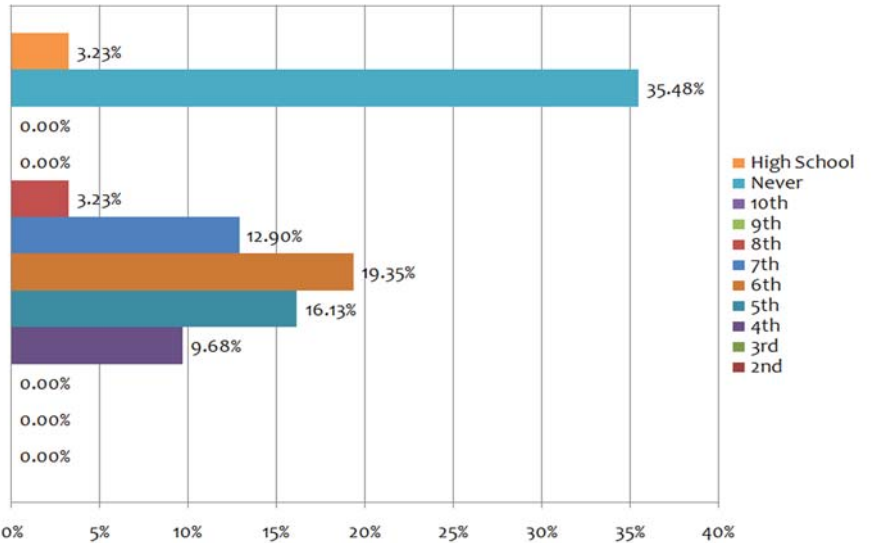
Travel Distance to School

1.61% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



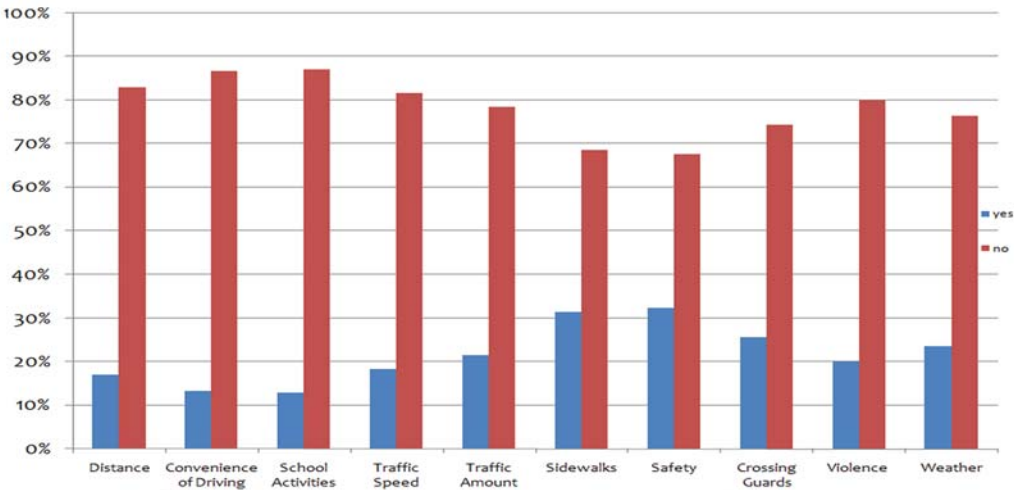
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 6th grade as an appropriate, allowable age for a child to walk or bike to school. The highest percent of parents, 35.48%, stated that they would never allow their child to walk or bike to school.



Environmental Factors Impacting Walking/Biking

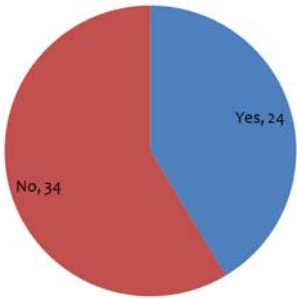
The most common changes that would encourage more students to walk or bike to school included increased safety, more sidewalks, crossing guards and more conducive weather. The major issues brought up by parents were violence and distance.



Interest in Behavior Change Programs

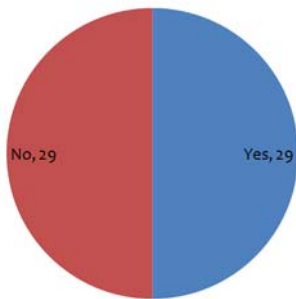
Parents were asked to describe their willingness to participate in the following programs. Program description are below the corresponding pie chart.

Parent Remote Drop-Off



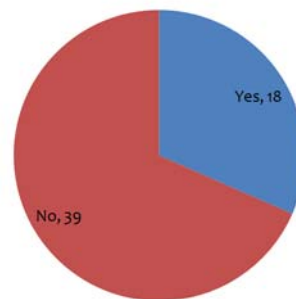
Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



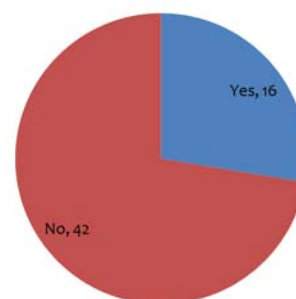
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance

Shared Rural Bus Stops



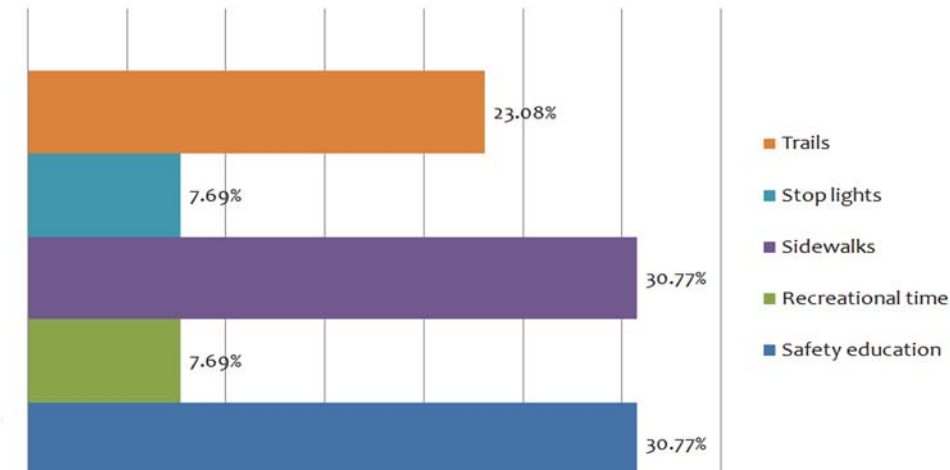
Students walk to a shared bus stop and the bus picks them up from this location.

Bike Racks on School Buses



Students ride their bike to the bus stop and use the bike rack on the school bus to transport the bike to and from school.

Incentives/Programs



The top parent suggestions for increasing walking and biking were:

1. Sidewalks
2. Safety Education
3. Trails

The streets cited most often by parents as being unsafe included:

1. Higgins and Bernard Rd intersection
2. Bernard Road



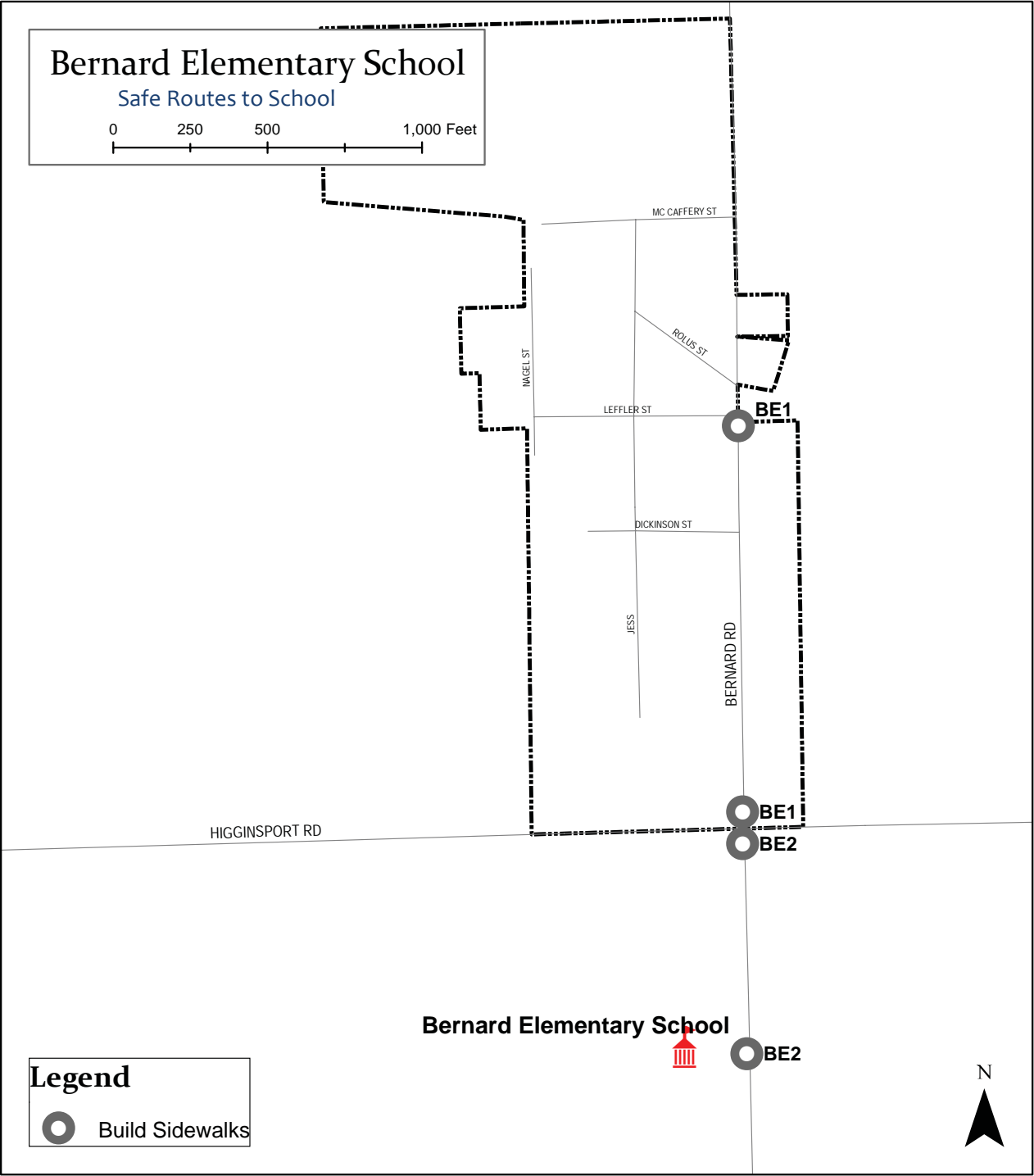
Bernard Elementary School Project List

Staff met with Bernard Elementary School administrators and local government officials to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were discussed at this meeting.

	Problem	Solution
BE1	No pedestrian access connecting school to the rest of the town.	Construct Sidewalks on the west side of the road
BE2	No sidewalks along Bernard Rd	Construct Sidewalk on both sides of the road.

Mapping Bernard Elementary School Project List

Based on the input received during public meetings and input sessions with school administrators, city staff, and the local law enforcement, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on the previous page.



Cascade Elementary School

School Location:
110 Harrison Street SE
Cascade, IA 52033-7730

Present Conditions

Number of students: 190

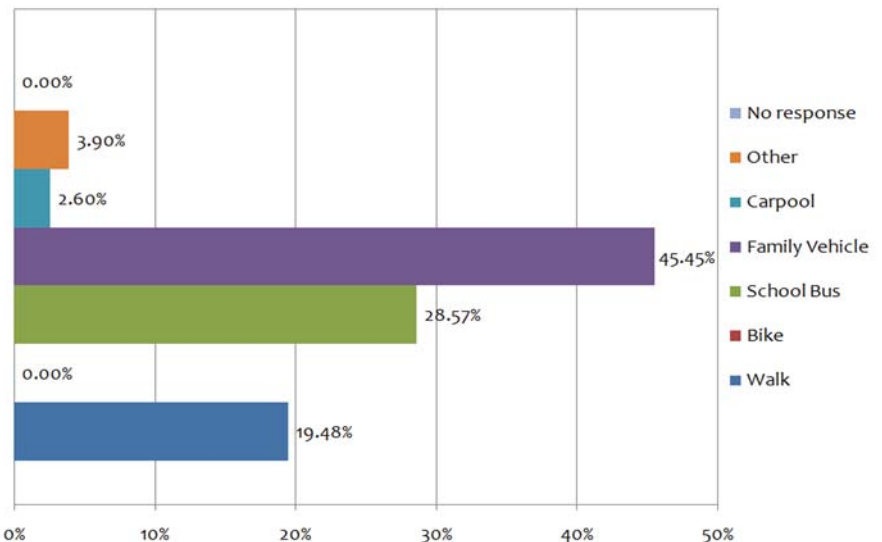
Parent Surveys

Student surveys were administered to parents of children attending grades preschool through 6th at Cascade Elementary School, during the month of November in 2009. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

Travel Mode to School

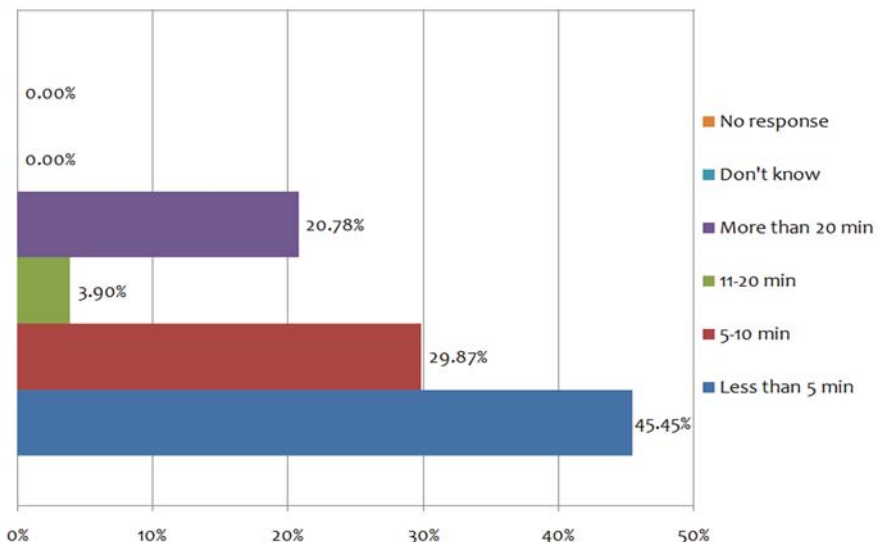
77 parents at Cascade Elementary School responded to the survey, and this constitutes 41% of the student body.

Parents responding to the survey stated that their child travels to school most often by family vehicle (45.45%) or by school bus (28.57%).



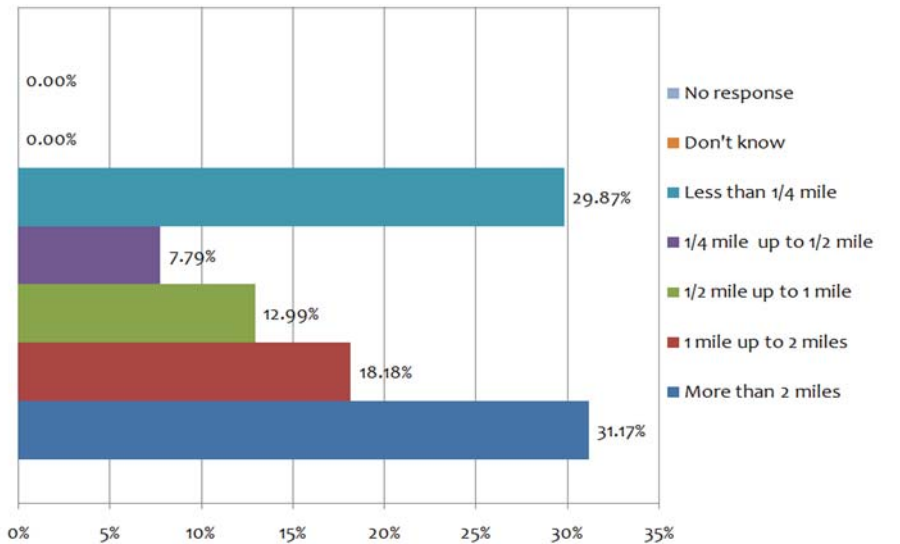
Travel Time to School

75.32% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



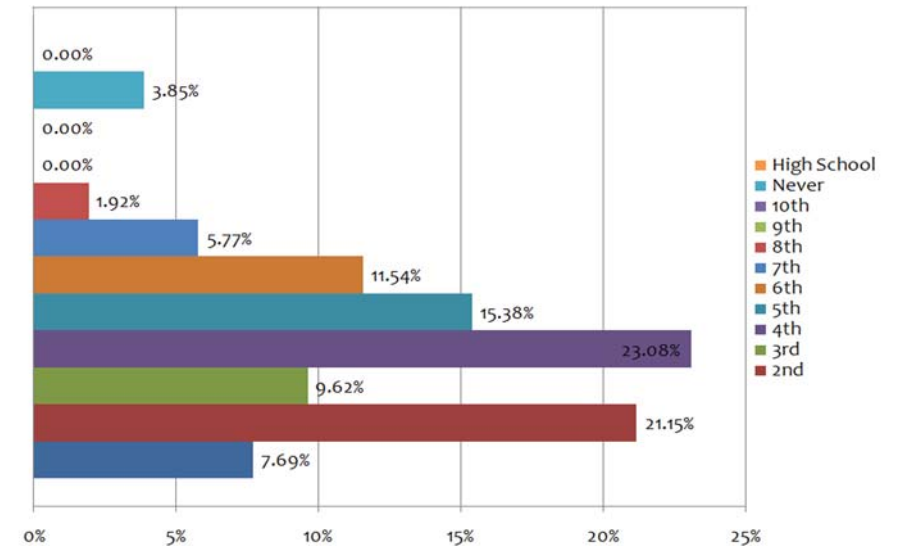
Travel Distance to School

37.66% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



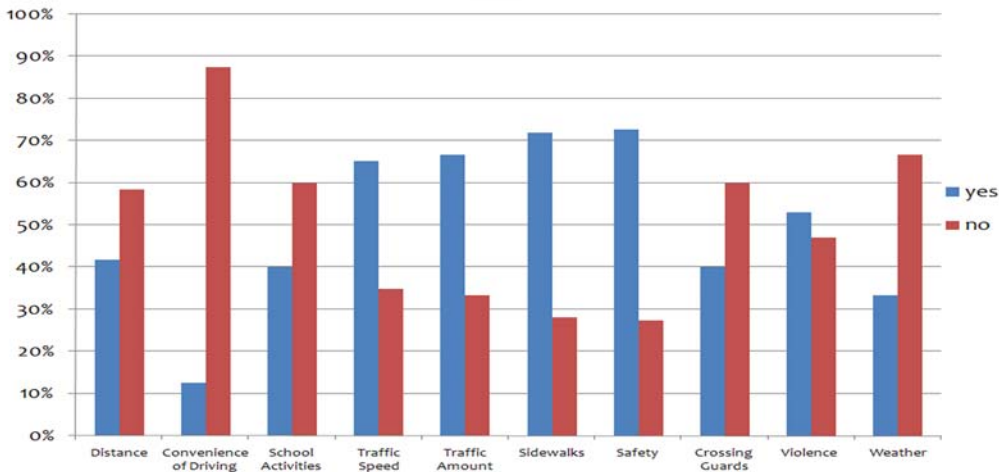
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 4th grade as an appropriate, allowable age for a child to walk or bike to school. 15.38% of parents stated that they would never allow their child to walk or bike to school.



Environmental Factors Impacting Walking/Biking

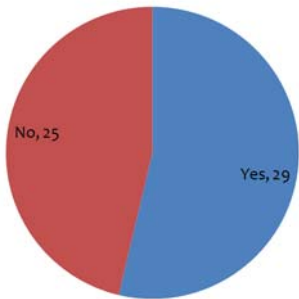
The most common changes that would encourage more students to walk or bike to school included increasing safety, adding sidewalks, less traffic and decreasing traffic speed. The major issues brought up by parents were traffic speed, the amount of traffic and distance.



Interest in Behavior Change Programs

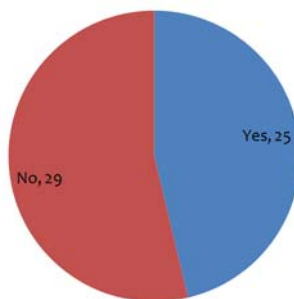
Parents were asked to describe their willingness to participate in the following programs. Program description are below the corresponding pie chart.

Parent Remote Drop-Off



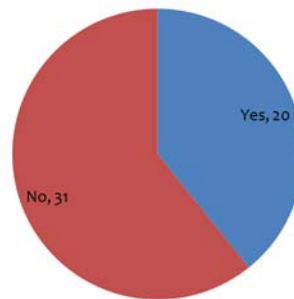
Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



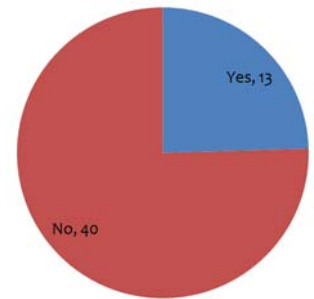
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance

Shared Rural Bus Stops



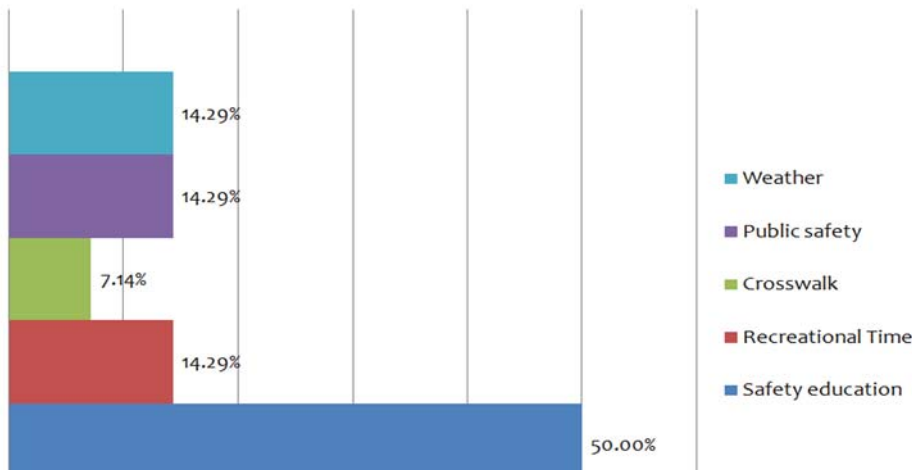
Students walk to a shared bus stop and the bus picks them up from this location.

Bike Racks on School Buses



Students ride their bike to the bus stop and use the bike rack on the school bus to transport the bike to and from school.

Incentives/Programs



The top parent suggestions for increasing walking and biking were:

1. Safety Education
2. Recreational Time
3. Increased public safety
4. Weather

The streets cited most often by parents as being unsafe included:

1. 4th Avenue SE and Harrison Street
2. Highway 136 and 1st Avenue
3. Highway 151
4. Behind school

Cascade Elementary Project List

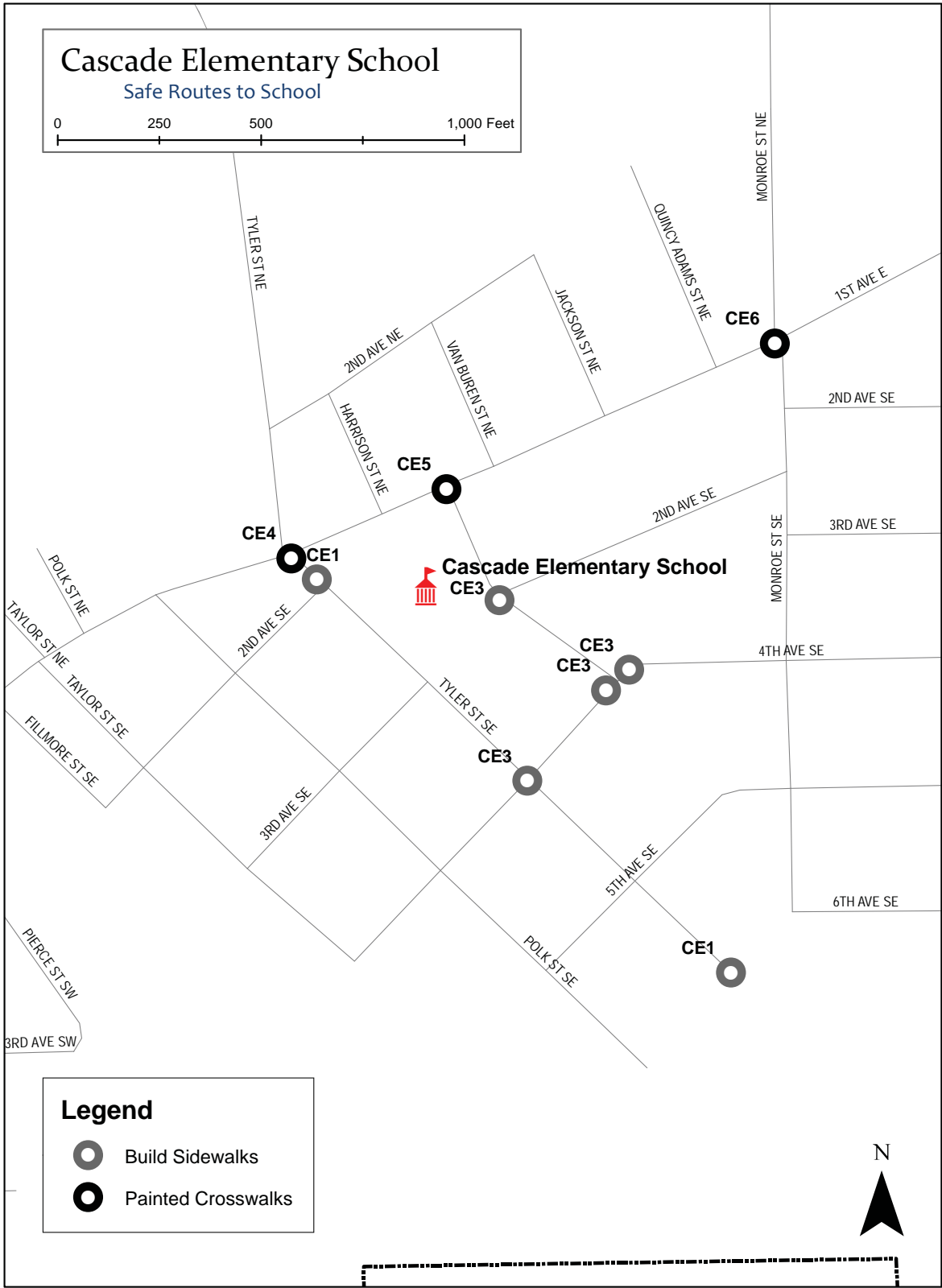
Staff met with Cascade Elementary School administrators and local government officials to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were discussed at this meeting.

	Problem	Solution
CE1	Dangerous intersection 1st ave & Tyler St SE	Painted Crosswalk
CE2	Dangerous intersection 1st Ave & Harrision St SE	Painted Crosswalk
CE3	Dangerous intersection 1st Ave and Monroe St	Painted Crosswalk
CE4	No sidewalks along Tyler St Se	Construct sidewalks
CE5	No sidewalks along 4th Ave SE	Construct sidewalks
CE6	No sidewalks along Harrision St SE	Construct Sidewalks



Mapping Cascade Elementary School Project List

Based on the input received during public meetings and input sessions with school administrators, city staff, and the local law enforcement, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on the previous page.



Drexler Elementary School

School Location:
405 3rd Ave NE
Farley, IA 52046-7718

Present Conditions

Number of students: 396

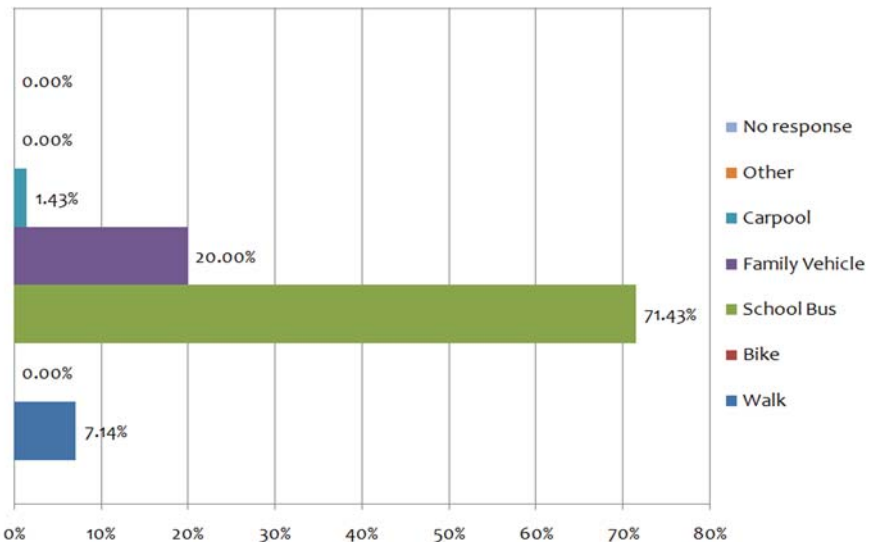
Parent Surveys

Student surveys were administered to parents of children attending grades Preschool through 5th at Drexler Elementary School, during the month of November in 2009. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

Travel Mode to School

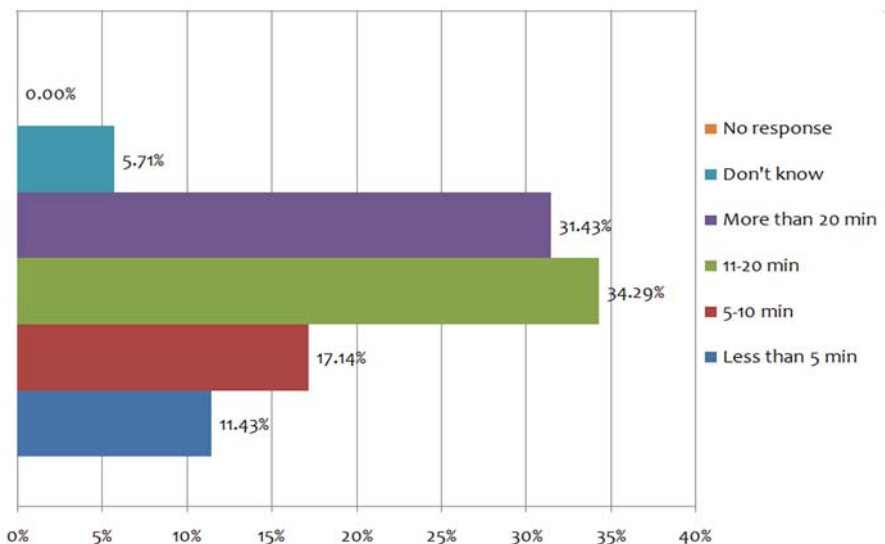
70 parents at Drexler Elementary School responded to the survey, and this constitutes 18% of the student body.

Parents responding to the survey stated that their child travels to school most often by school bus (71.43%) or by family vehicle (20%).



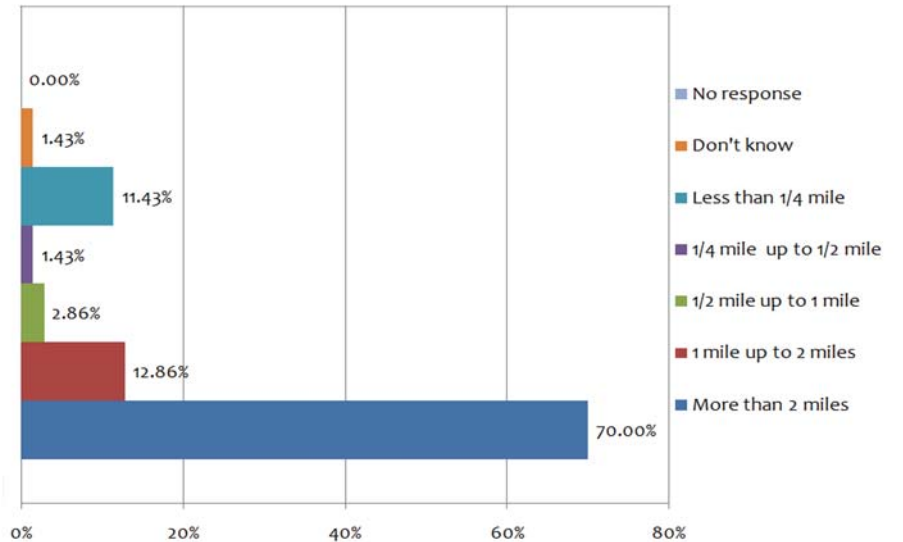
Travel Time to School

28.57% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



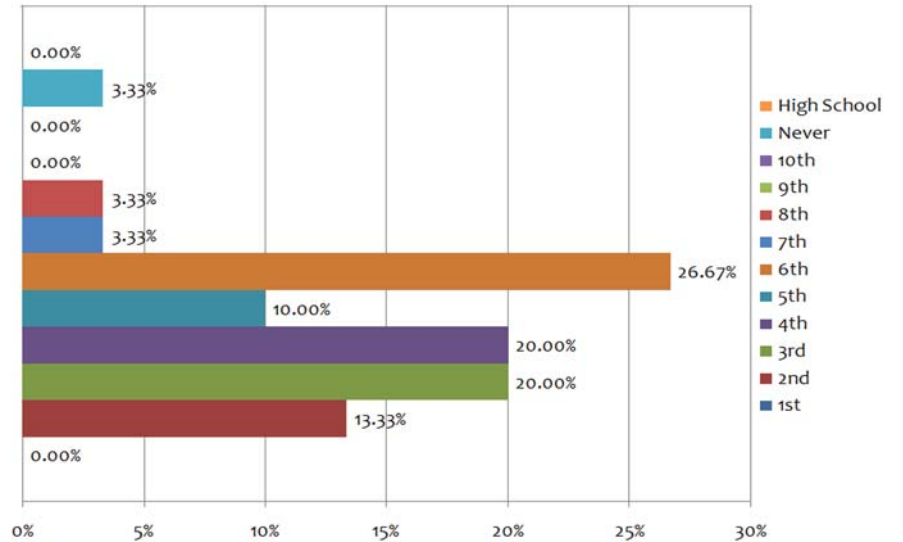
Travel Distance to School

12.86% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



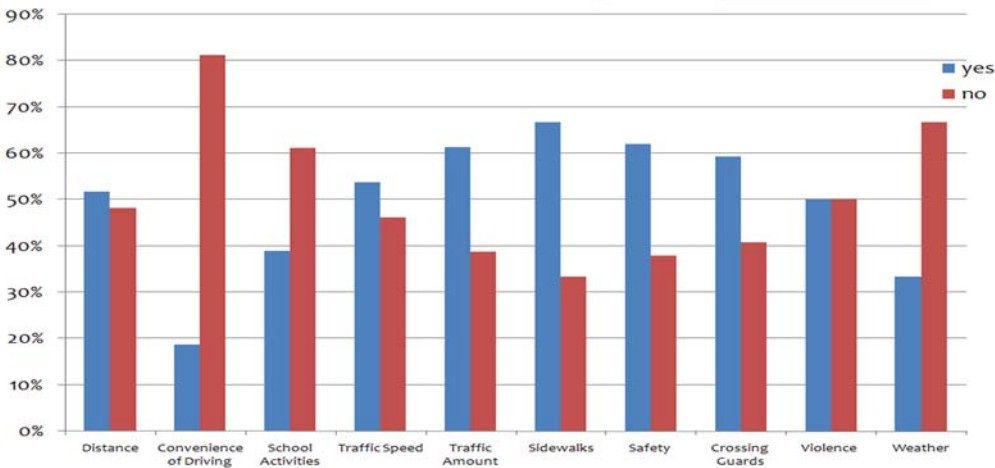
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 6th grade as an appropriate, allowable age for a child to walk or bike to school. A very small percentage, 3.33%, stated that they would never allow their child to walk or bike to school.



Environmental Factors Impacting Walking/Biking

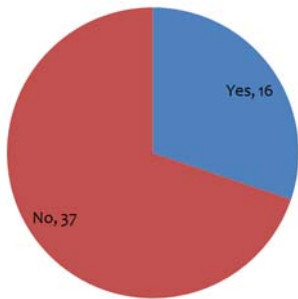
The most common changes that would encourage more students to walk or bike to school included sidewalks, increased safety, less traffic and crossing guards. The major issue brought up by parents was distance.



Interest in Behavior Change Programs

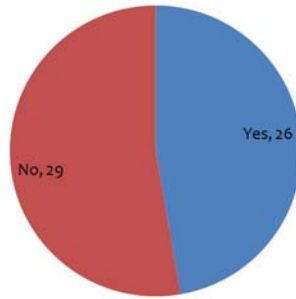
Parents were asked to describe their willingness to participate in the following programs. Program description are below the corresponding pie chart.

Parent Remote Drop-Off



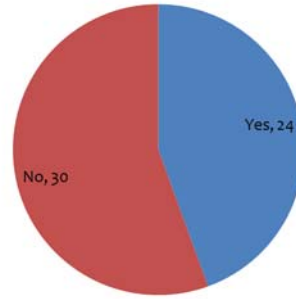
Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



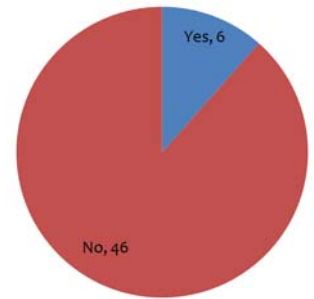
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance

Shared Rural Bus Stops



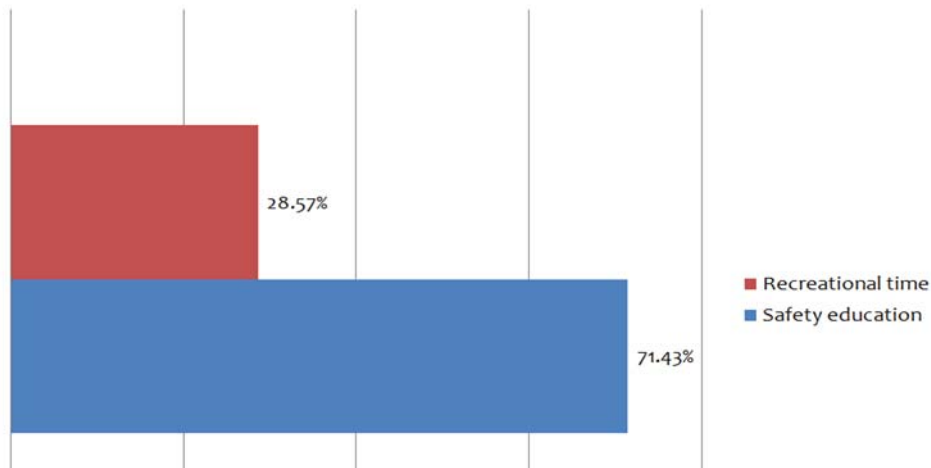
Students walk to a shared bus stop and the bus picks them up from this location.

Bike Racks on School Buses



Students ride their bike to the bus stop and use the bike rack on the school bus to transport the bike to and from school.

Incentives/Programs



The top parent suggestions for increasing walking and biking were:

1. Safety education
2. Recreational time

The streets cited most often by parents as being unsafe included:

1. 7th Avenue Northeast
2. Highway 20



Drexler Elementary Project List

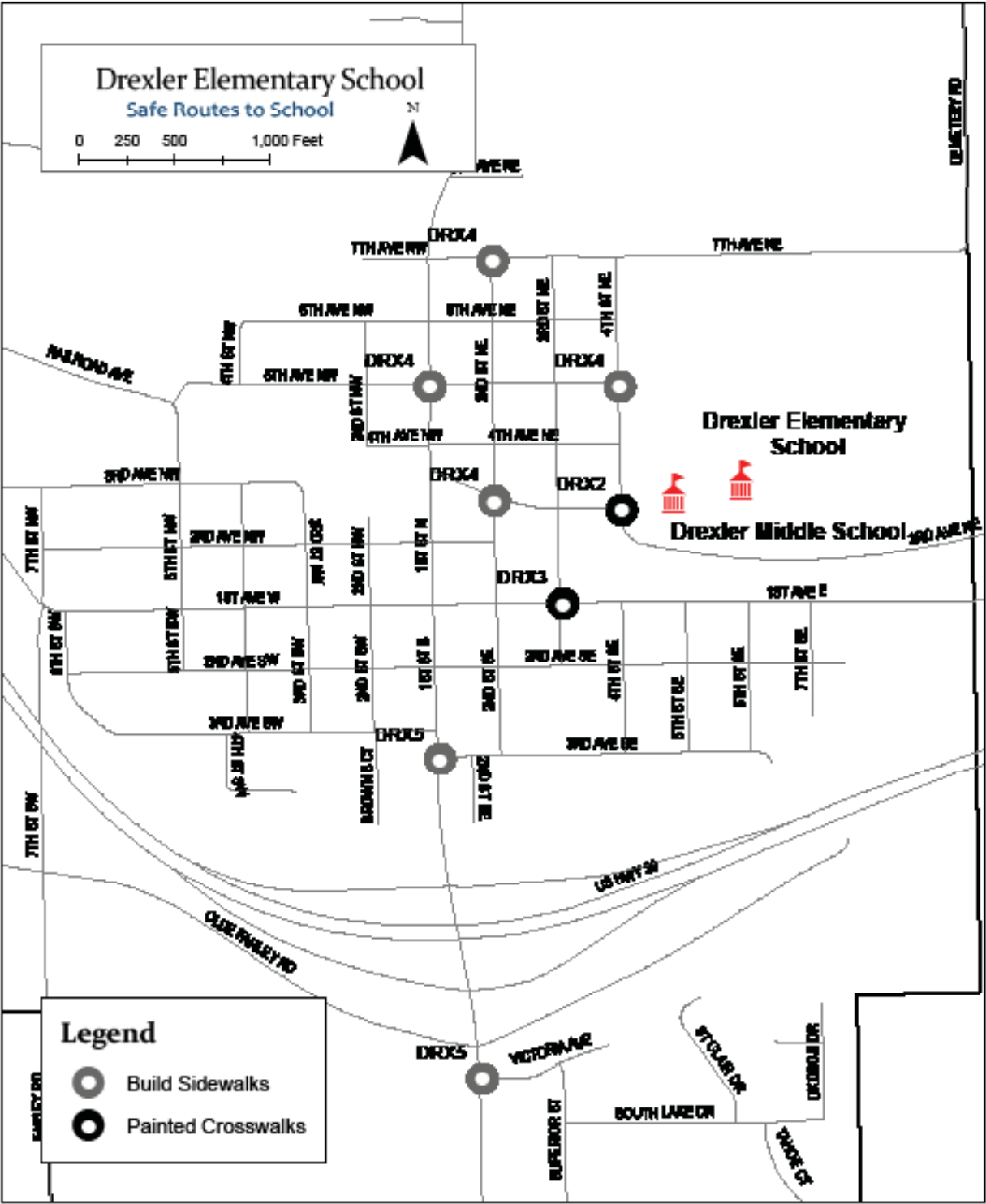
Staff met with Drexler Elementary School administrators and local government officials to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were discussed at this meeting.

	Problem	Solution
DRX1	No pedestrian access from the new subdivision located south of Hwy 20. Students must pass under US Hwy 20 to get to school.	Construct Sidewalk
DRX2	Gaps in the sidewalk network in the residential neighborhood directly west of the school.	Construct Sidewalks
DRX3	Dangerous crossing at Old Highway Rd.	Crosswalk
DRX4	Dangerous crossing at 1st Ave and 3rd St	Crosswalk
DRX5	Dangerous crossing at 3rd Ave NE & 4th St NE.	Crosswalk
DRX6	Railroad tracks, south of school. Students from east end, jump across tracks instead of walking to lighted cross walk	



Mapping Drexler Elementary School

Based on the input received during public meetings and input sessions with school administrators, city staff, and local law enforcement, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on the previous page.



Present Conditions

Number of students: 464

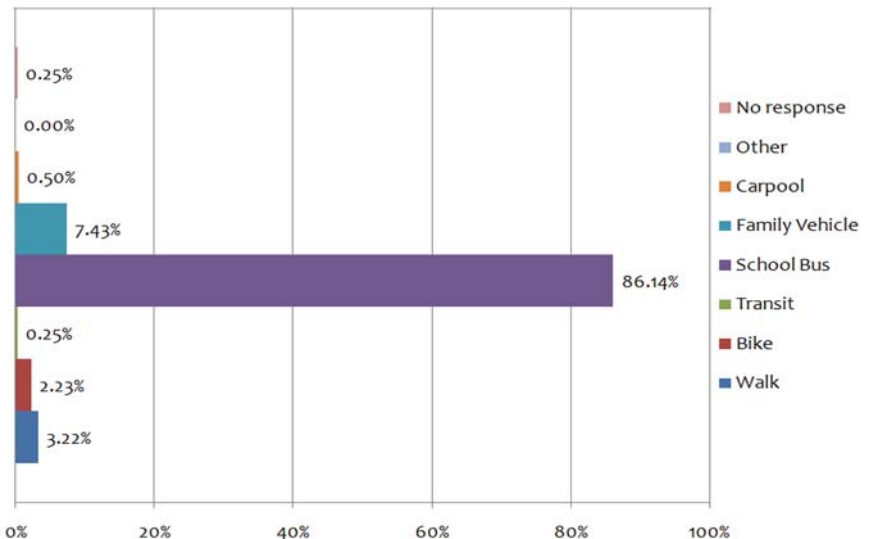
Student Surveys

Student surveys were administered to 6th through 8th graders, at Drexler Middle School, during the month of November in 2009. During class, students were asked to fill out the survey form about their transportation to school. The survey asked students about the safety of their route to school and what they viewed as impediments to walking or biking to school.

Travel Mode to School

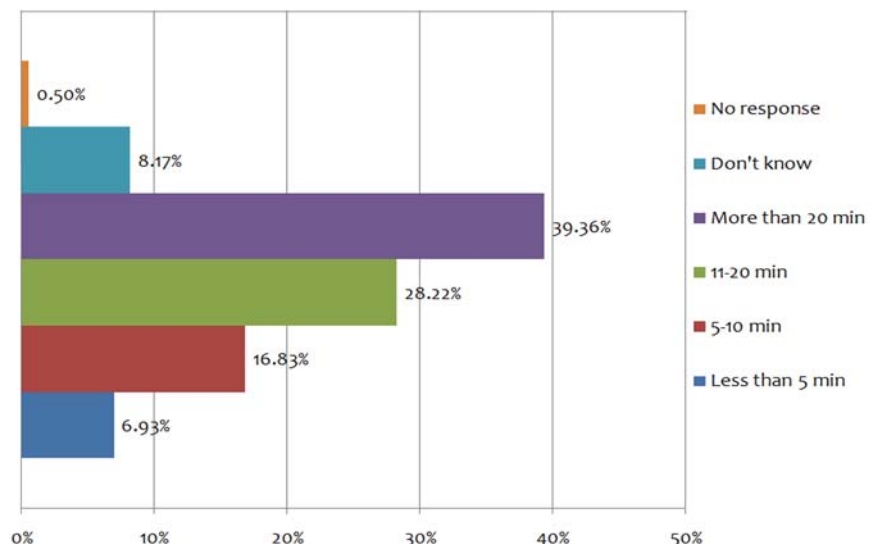
404 students responded to the survey, and this constitutes 87% of the student body.

Students responding to the survey travel to school by a school bus (86.14%), by a family vehicle (7.43%) or by walking (3.22%).



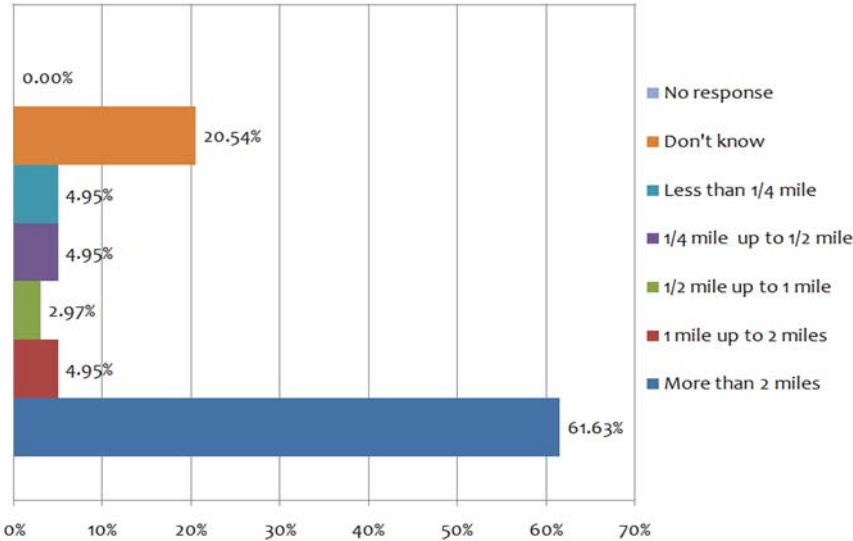
Travel Time to School

23.76% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

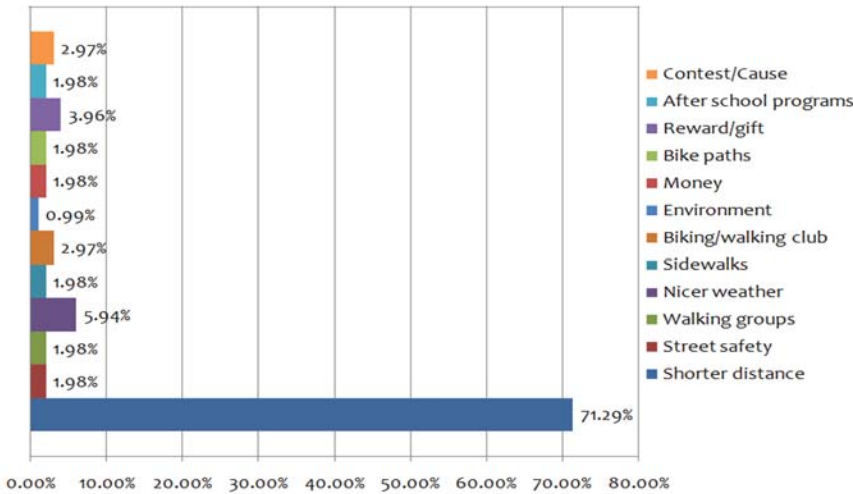


Travel Distance to School

Only 9.9% of students responding to the survey travel less than 1/2 mile to school, while 61.63% travel 2 miles or more to attend school.



Incentives/Programs



The top student suggestions for increasing walking and biking were:

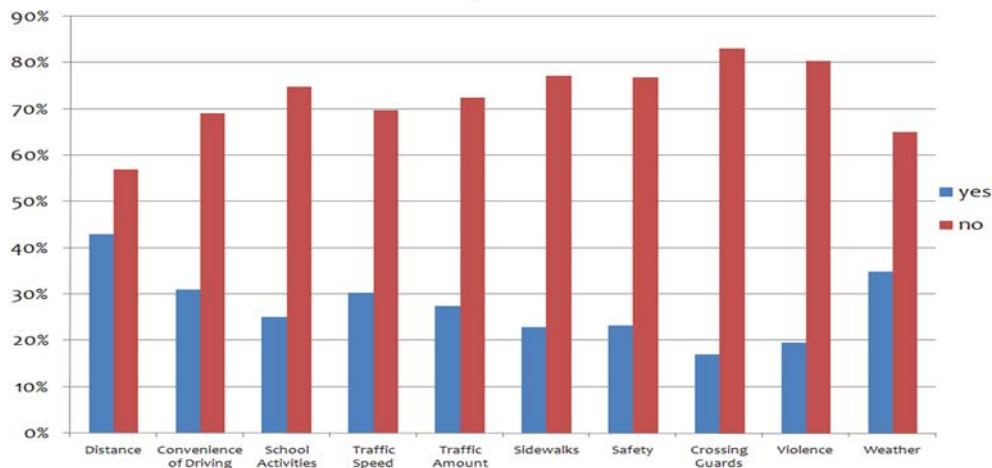
1. Shorter distance
2. Nicer weather
3. Reward/gift

The streets cited most often by students as being unsafe included:

1. Highway 20
2. 3rd Avenue NE and 4th Street NE
3. Main Street W. Sidewalks
4. Train tracks

Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included shorter distance, nicer weather, making driving less convenient and a lower traffic speed. The major issues brought up by parents were distance and weather.



Drexler Middle School Project List

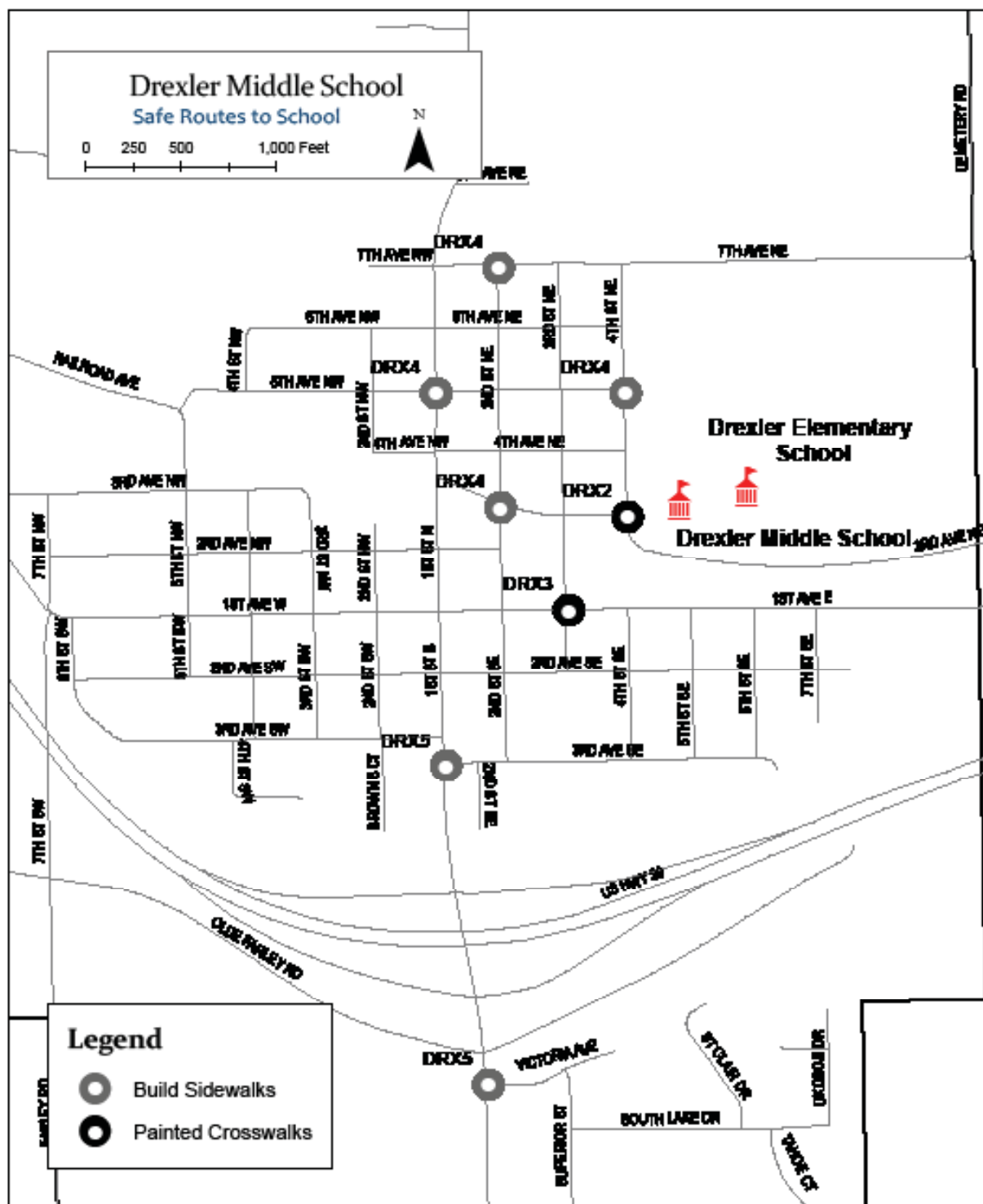
Staff met with Drexler Middle School administrators and local officials to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were suggested at the meeting.

	Problem	Solution
DRX1	Gaps in the sidewalk network in the residential neighborhood directly west of the school.	Construct Sidewalks
DRX2	Dangerous crossing at 1st Ave and 3rd St.	Crosswalk
DRX3	Dangerous crossing at 1st Ave and 3rd St. No pedestrian access from the new subdivision located south of Hwy 20. Students must pass under US Hwy 20 to get to school.	Construct Sidewalk
DRX4	Dangerous crossing at 3rd Ave NE & 4th St. NE.	Crosswalk
DRX5	Railroad tracks, south of school. Students from east end, jump across tracks instead of walking to lighted cross walk.	Construct Sidewalks
DRX6	Railroad tracks, south of school. Students from east end, jump across tracks instead of walking to lighted cross walk. Dangerous crossing at Old Highway Rd.	Crosswalk



Mapping Drexler Middle School Project List

Based on the input received during public meetings and input sessions with school administrators, city staff, and local law enforcement, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on the previous page.



Present Conditions

Number of students: 267

Parent Surveys

Surveys were not administered at Dyersville Elementary School, as a new school building on Burds was under construction during the time when surveys were distributed.

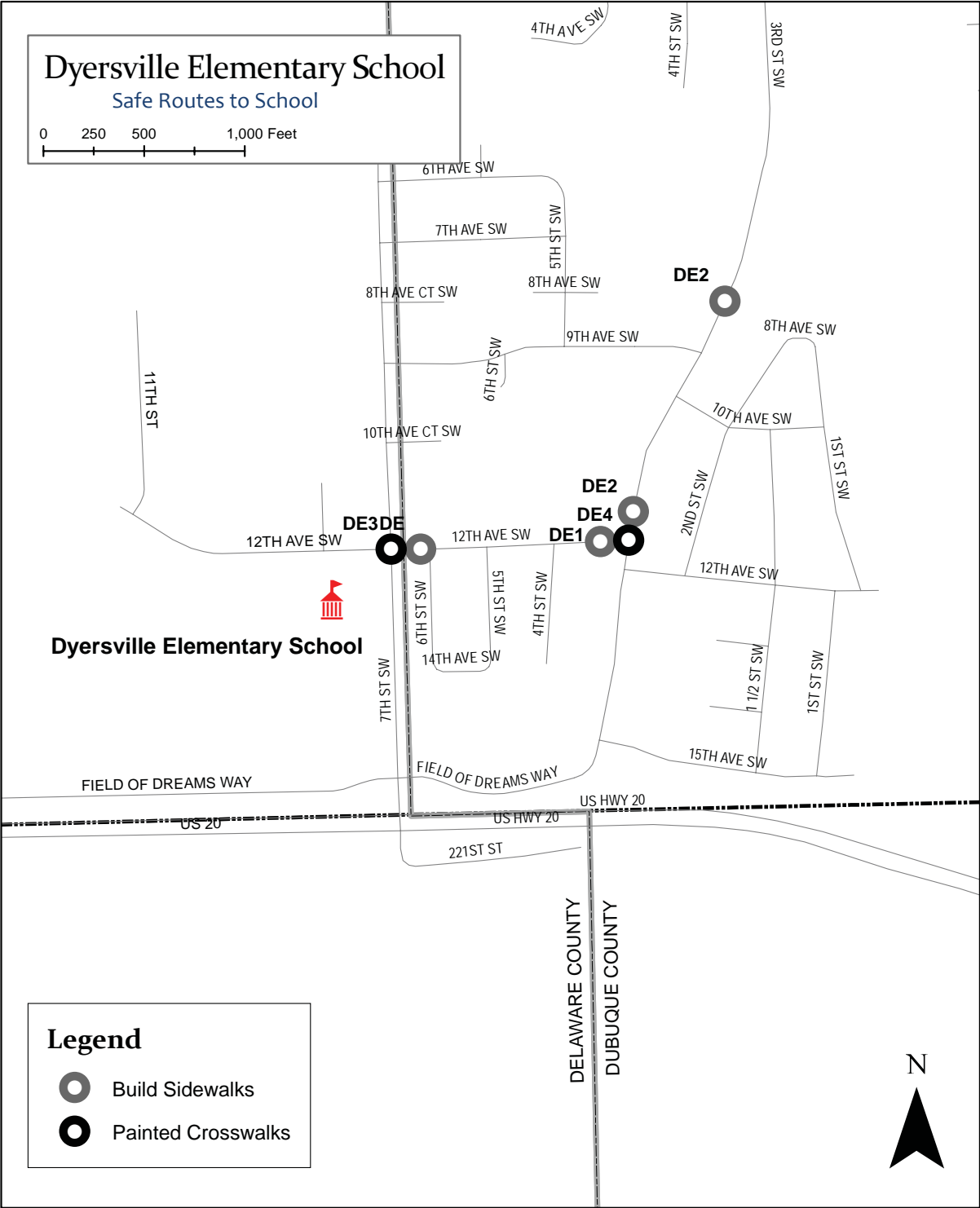
School Administrator Input

Staff met with Dyersville Elementary School administrators and local officials to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were suggested at the meeting.

	Problem	Solution
DE1	No sidewalks on 12th Ave SW	Construct Sidewalks
DE2	No Sidewalks on 3rd St SW	Construct Sidewalks
DE3	Unsafe intersection at 7th St SW and 12th Ave SW	Painted Crosswalks
DE4	Unsafe intersection at 3rd St SW and 12th Ave SW	Panted Crosswalks

Mapping Dyersville Elementary School Project List

Based on the input received during public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on the previous page.



Epworth Elementary School

School Location:
310 Main Street W.
Epworth, Iowa 52045

Present Conditions

Number of students: 265

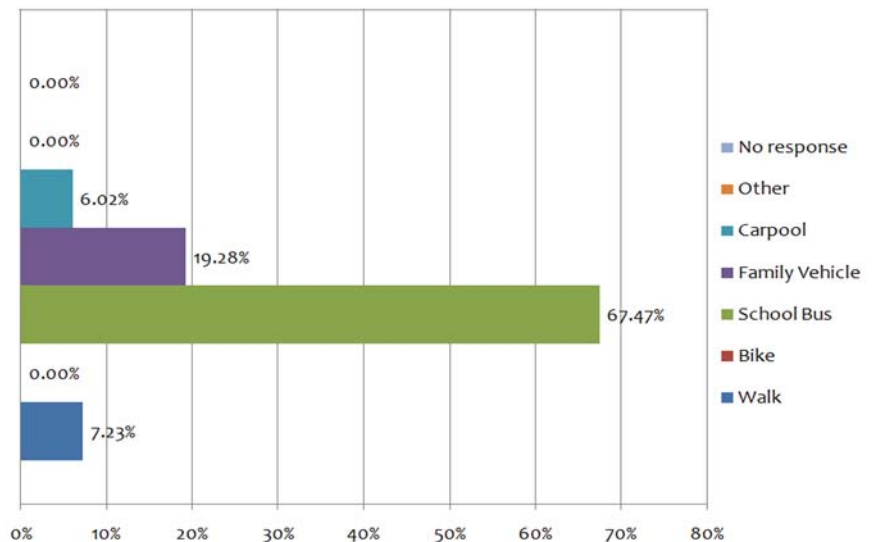
Parent Surveys

Student surveys were administered to parents of children attending grades preschool through 5th at Epworth Elementary School, during the month of November in 2009. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

Travel Mode to School

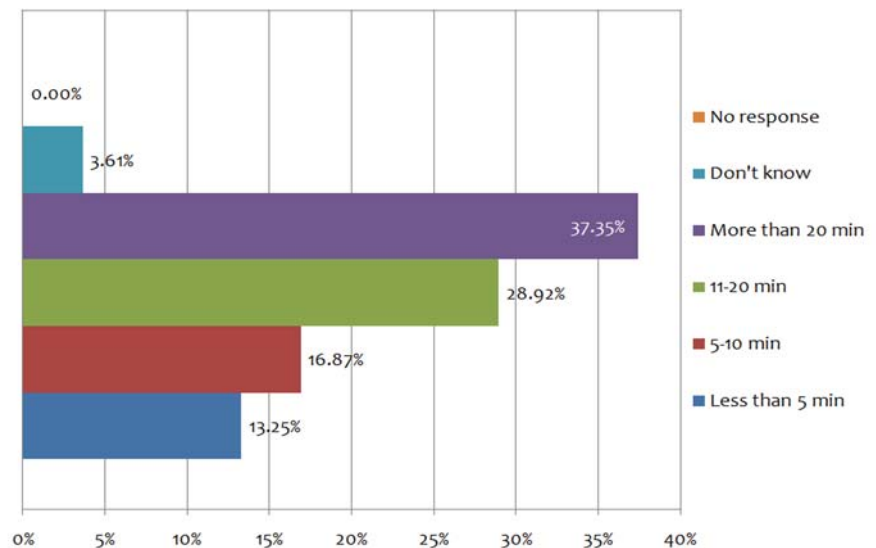
83 parents at Epworth Elementary School responded to the survey, and this constitutes 31% of the student body.

Parents responding to the survey stated that their child travels to school most often by school bus (67.47%) or by family vehicle (19.28%).



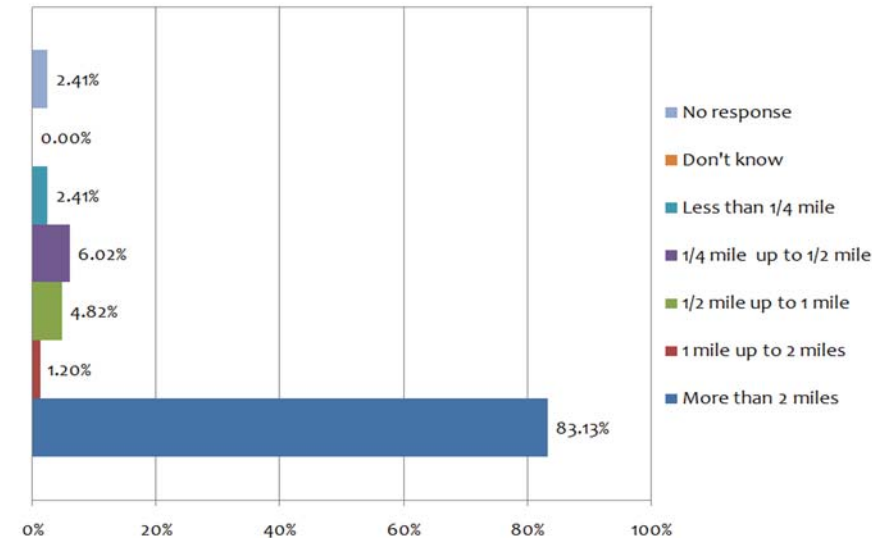
Travel Time to School

30.12% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



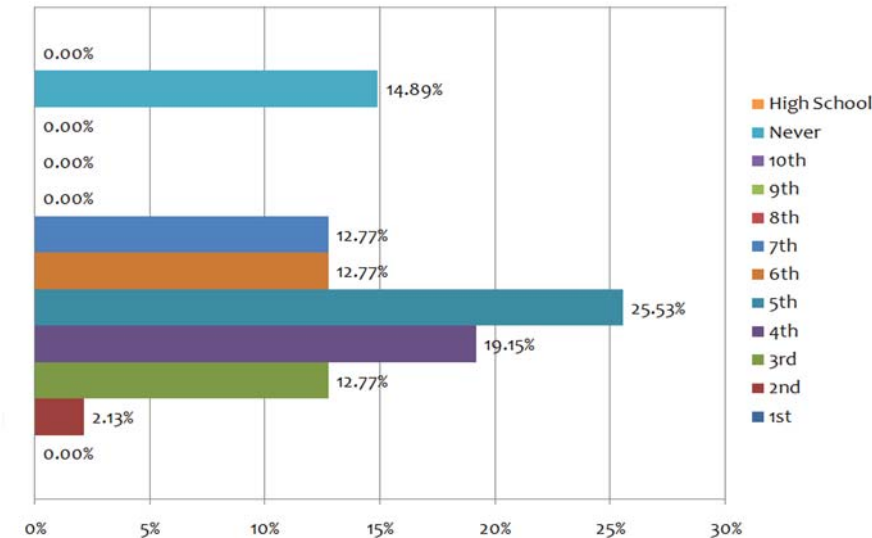
Travel Distance to School

8.43% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



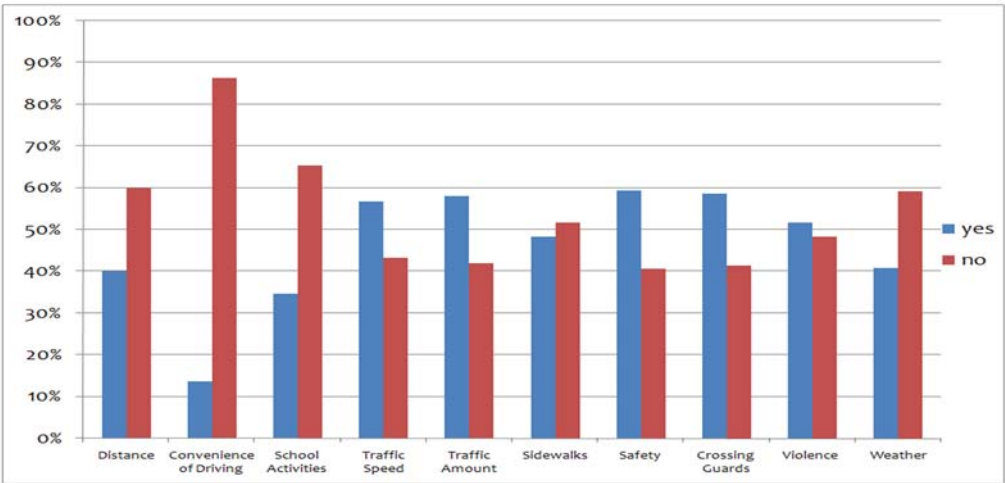
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 5th grade as an appropriate, allowable age for a child to walk or bike to school. 14.89% parents stated that they would never allow their child to walk or bike to school.



Environmental Factors Impacting Walking/Biking

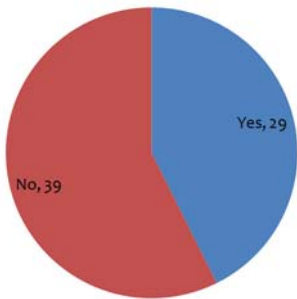
The most common changes that would encourage more students to walk or bike to school included increased safety, more crossing guards, a decrease in the amount of traffic and slower traffic. The major issues brought up by parents were distance and weather.



Interest in Behavior Change Programs

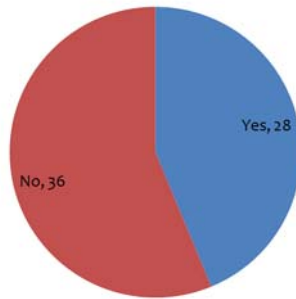
Parents were asked to describe their willingness to participate in the following programs. Program description are below the corresponding pie chart.

Parent Remote Drop-Off



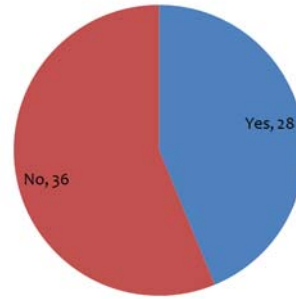
Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



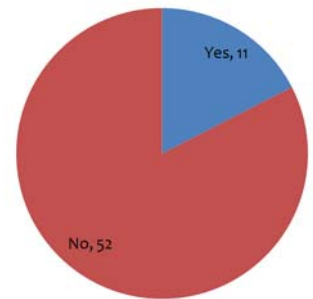
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance

Shared Rural Bus Stops



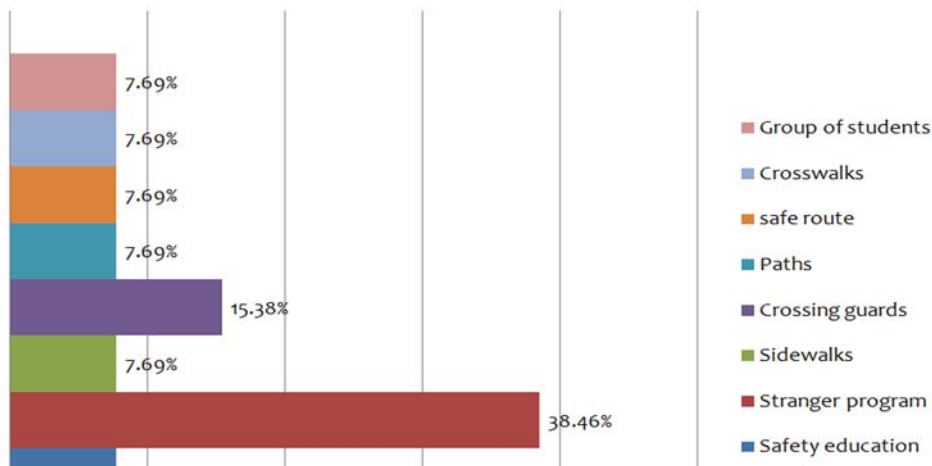
Students walk to a shared bus stop and the bus picks them up from this location.

Bike Racks on School Buses



Students ride their bike to the bus stop and use the bike rack on the school bus to transport the bike to and from school.

Incentives/Programs



The top parent suggestions for increasing walking and biking were:

1. Stranger program
2. Crossing guards

The streets cited most often by parents as being unsafe included:

1. Jacoby Drive
2. Highway 20
3. Burds Acre Roads



Epworth Elementary Project List

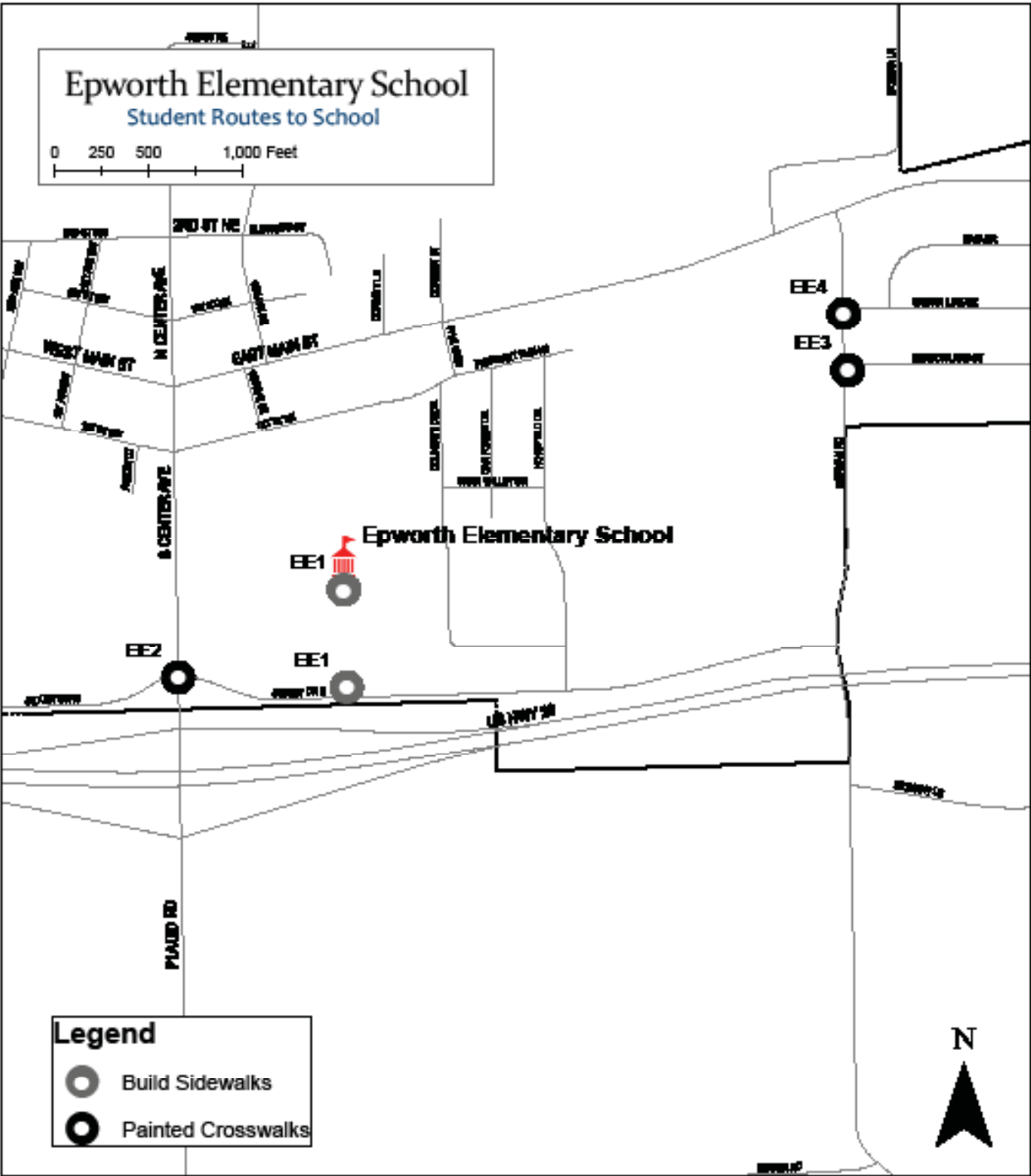
Staff met with Epworth Elementary School administrators and local government officials to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were discussed at this meeting.

	Problem	Solution
EE1	No sidewalks along school driveway connecting school to Jacoby Walkway	Construct sidewalk/Trail
EE2	Dangerous intersection at S Center Ave and the Jacoby Walkway	Painted Crosswalk
EE3	Dangerous Crossing Bierman Rd & Meadowland Ct	Painted Crosswalk
EE4	Dangerous Crossing at Bierman Rd and Crown Line Dr	Painted Crosswalk



Mapping Epworth Elementary School Project List

Based on the input received during public meetings and input sessions with school administrators, city staff, and local law enforcement, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on the previous page.



Present Conditions

Number of students: 26

Parent Association Contact:
Lisa Westoff, Pres.
1769 310th Ave.
Dyersville, IA 52040

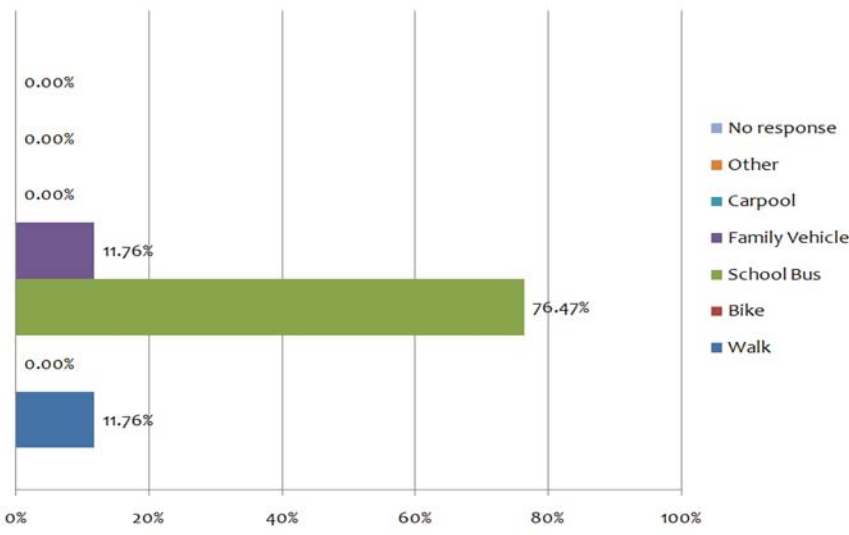
Parent Surveys

Student surveys were administered to parents of children attending grades Kindergarten through 3rd at Hennessy Elementary School St. Boniface Center, during the month of November in 2009. Parents were asked to fill out the survey form about their child’s transportation to school. The survey asked parents about the safety of their child’s route to school and what they viewed as impediments to walking or biking to school.

Travel Mode to School

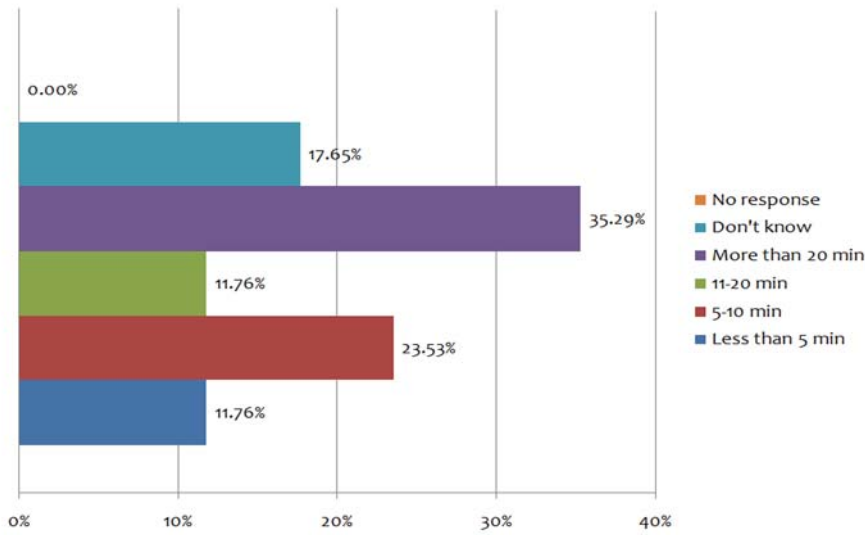
17 parents at Hennessy Elementary School St. Boniface Center responded to the survey, and this constitutes 65% of the student body.

Parents responding to the survey stated that their child travels to school most often by a school bus (76.47%).



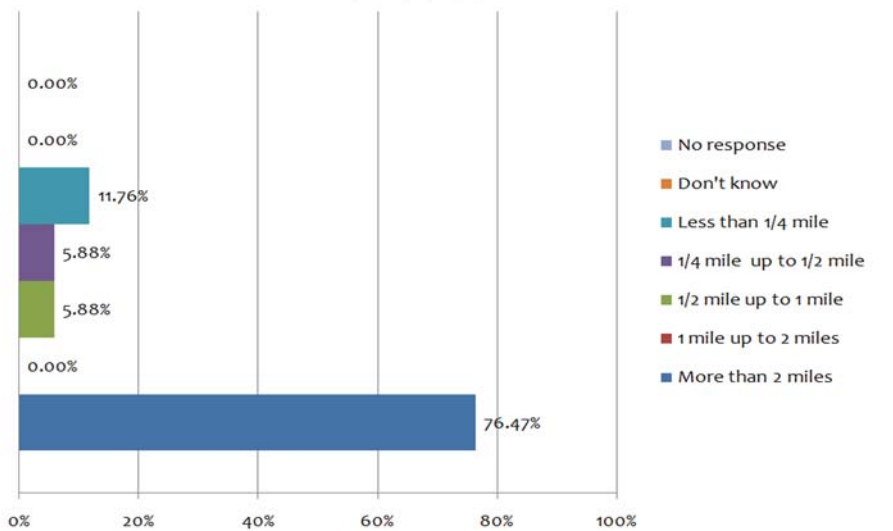
Travel Time to School

35.29% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



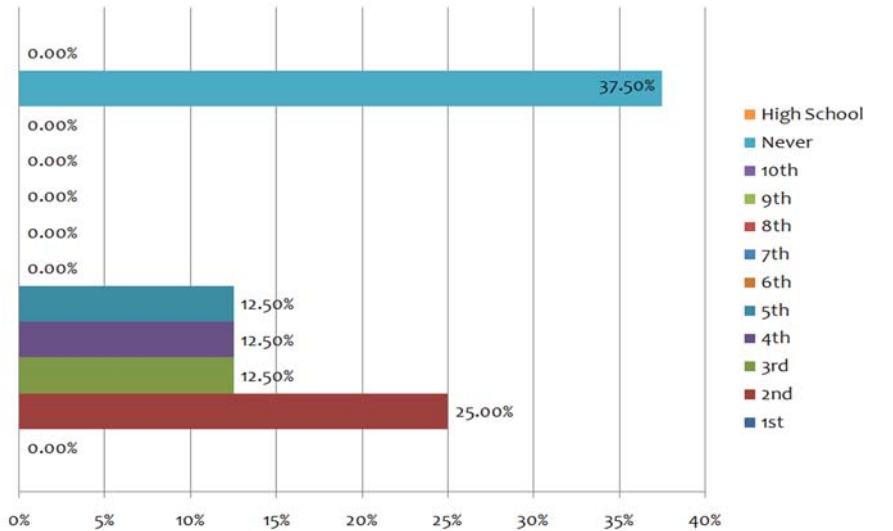
Travel Distance to School

17.64% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



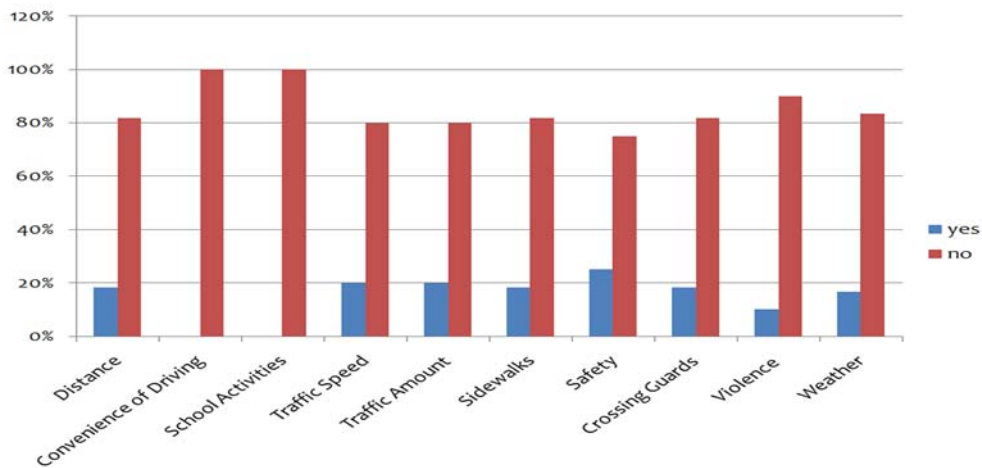
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 2nd grade as an appropriate, allowable age for a child to walk or bike to school. 37.5% of parents responding to the survey stated that they would never allow their child to walk or bike to school.



Environmental Factors Impacting Walking/Biking

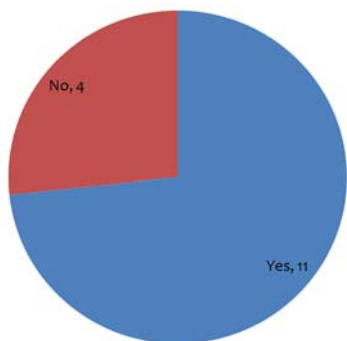
The most common changes that would encourage more students to walk or bike to school included increased safety, less traffic and a lower traffic speed. The major issues brought up by parents were weather and traffic speed.



Interest in Behavior Change Programs

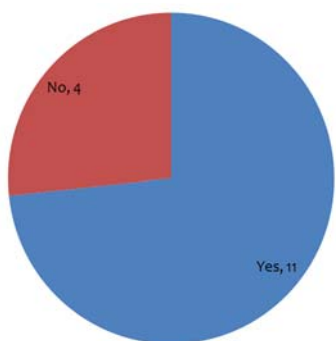
Parents were asked to describe their willingness to participate in the following programs. Program description are below the corresponding pie chart.

Parent Remote Drop-Off



Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



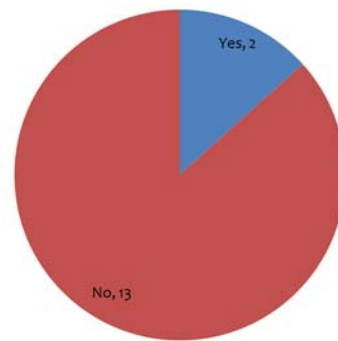
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance

Shared Rural Bus Stops



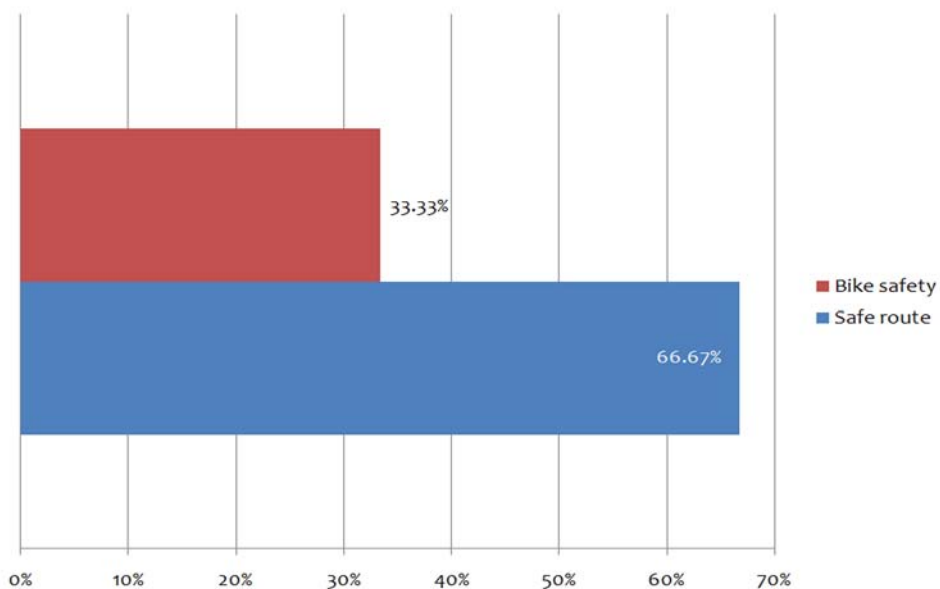
Students walk to a shared bus stop and the bus picks them up from this location.

Bike Racks on School Buses



Students ride their bike to the bus stop and use the bike rack on the school bus to transport the bike to and from school.

Incentives/Programs



The top parent suggestions for increasing walking and biking were:

1. Safe routes
2. Bike safety program



Hennessy Catholic School Project List

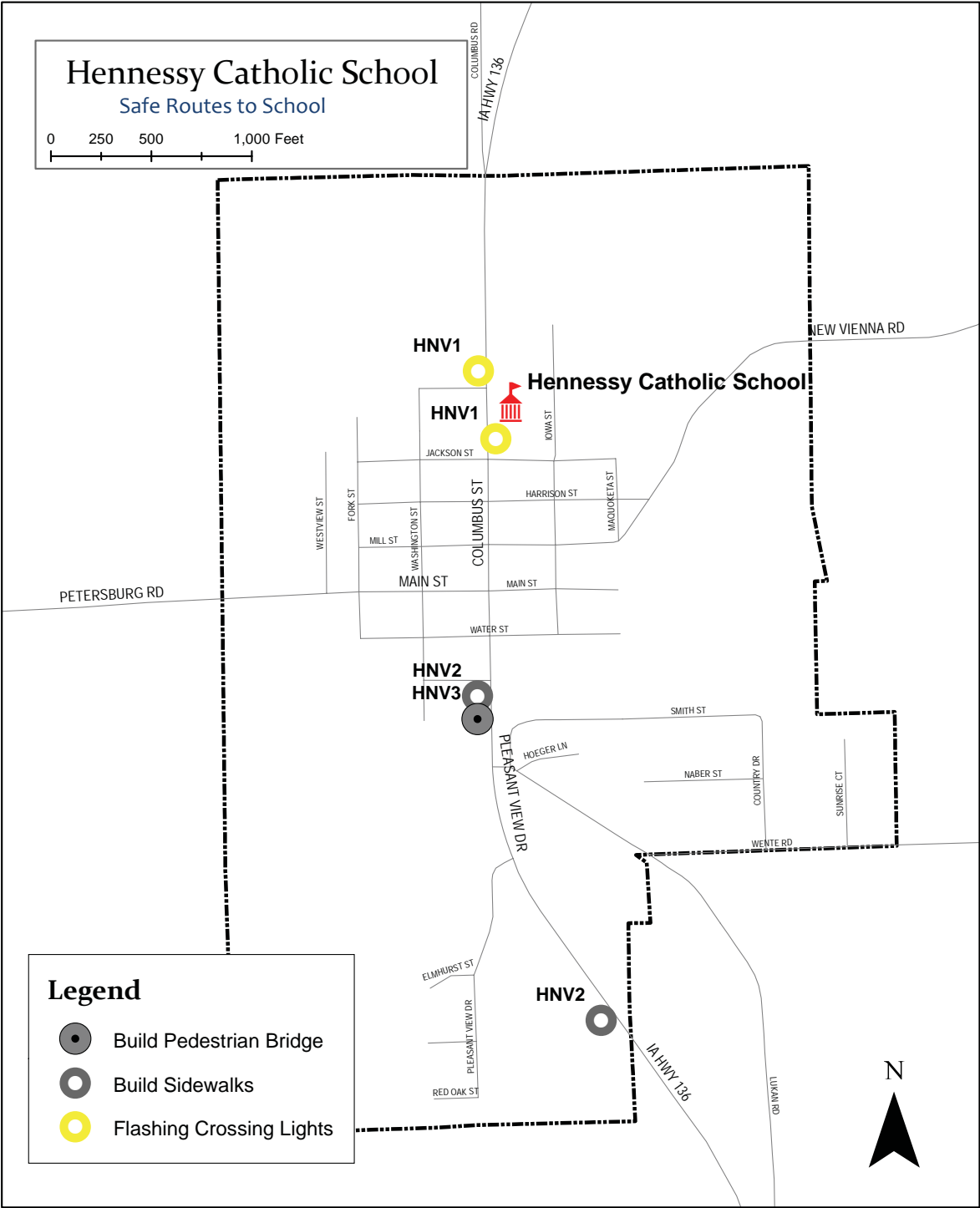
Staff met with Hennessy Catholic School administrators and local government officials to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were discussed at the meeting.

	Problem	Solution
HN1	Vehicle traveling at a higher rate of speed, than what is posted. Area of Columbus Street HWY 136 South from Water Street to Lukan Road. Unsafe for pedestrian walking on shoulders of road.	Extend Speed Zone of 25 MPH, from Water Street on Columbus Street HWY 136 South to Pleasant View Dr; Change the 45 MPH Zone beginning at Pleasant View Dr up to the J & D Mart at Columbus Street HWY 136 South, to a 35 MPH Zone (both north and south); Change the 55 MPH Zone beginning at the J & D Mart at Columbus Street HWY 136 South up to Lukan Road to a 45 MPH Zone (both north and south). By reducing the speed in these speed zones will provide for safer movement of vehicle and pedestrian traffic.
HN2	No pedestrian access to school from south side of town.	Construct sidewalk along west side of Hwy 136
HN3	No pedestrian access to school from south side of town.	Construct pedestrian bridge on Hwy 136.
HN4	Heavy traffic on Hwy 136.	Flashing Crossing Lights
HN5	No after school programs	P.E. Classes, "I Got Caught" Program



Mapping Hennessy Catholic School Project List

Based on the input received during public meetings and input sessions with school administrators, city staff, and local law enforcement, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on the previous page.



Present Conditions

Number of students: 25

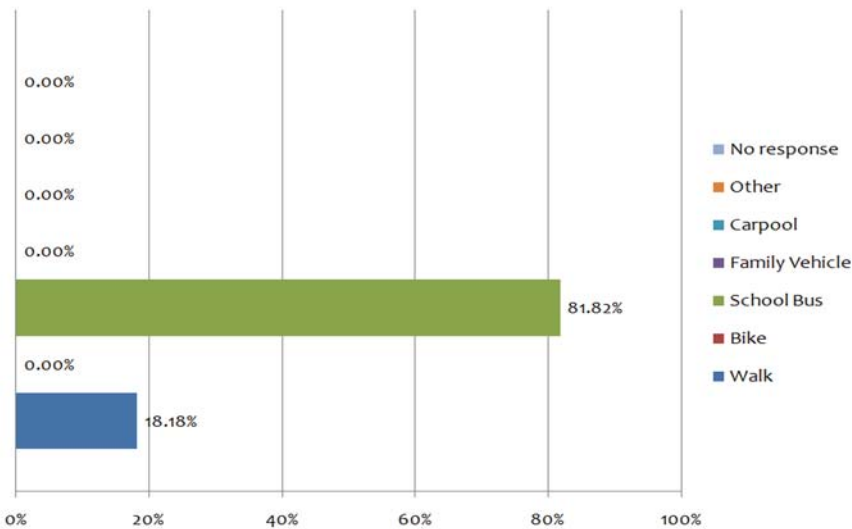
Parent Surveys

Student surveys were administered to parents of children attending grades 4th through 6th at Hennesy Elementary School St. Peter and Paul Center, during the month of November in 2009. Parents were asked to fill out the survey form about their child’s transportation to school. The survey asked parents about the safety of their child’s route to school and what they viewed as impediments to walking or biking to school.

Travel Mode to School

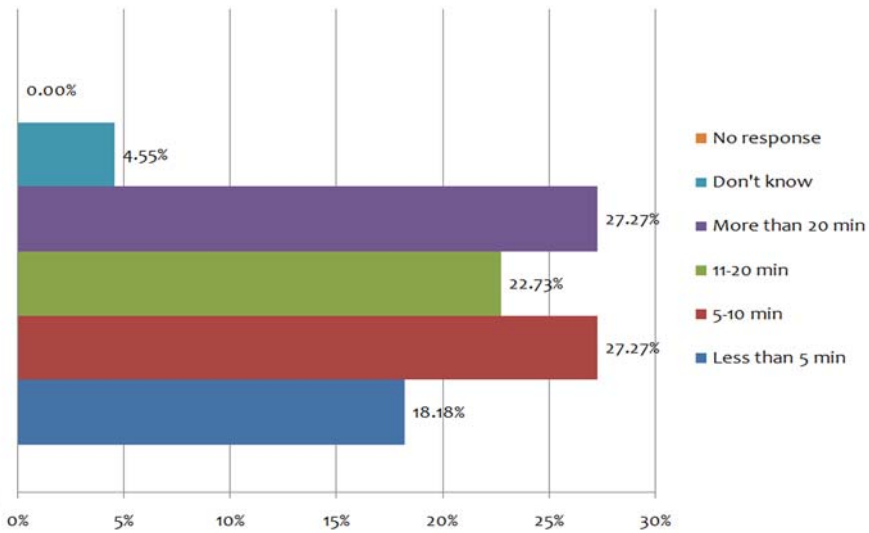
22 parents at Hennesy Elementary School St. Peter and Paul center responded to the survey, and this constitutes 88% of the student body.

Parents responding to the survey stated that their child travels to school most often by a school bus (81.82%) or by walking (18.18%).



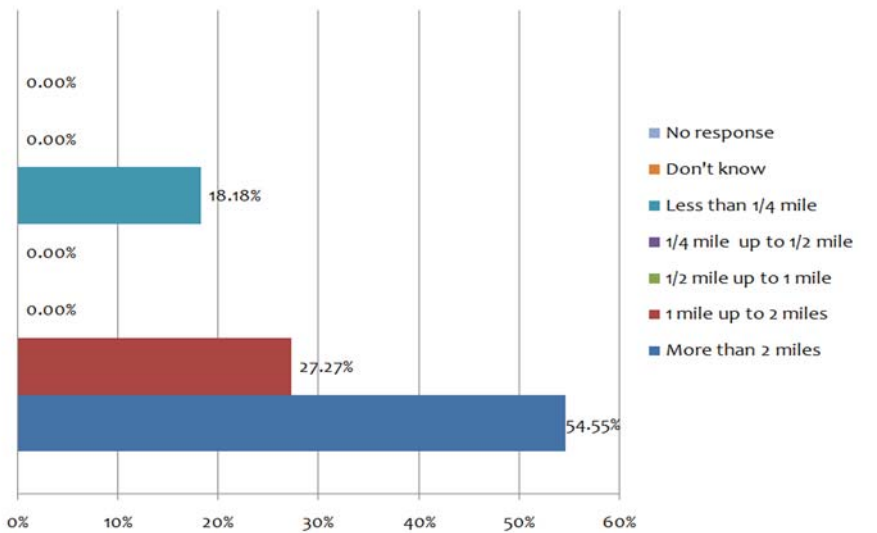
Travel Time to School

45.45% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



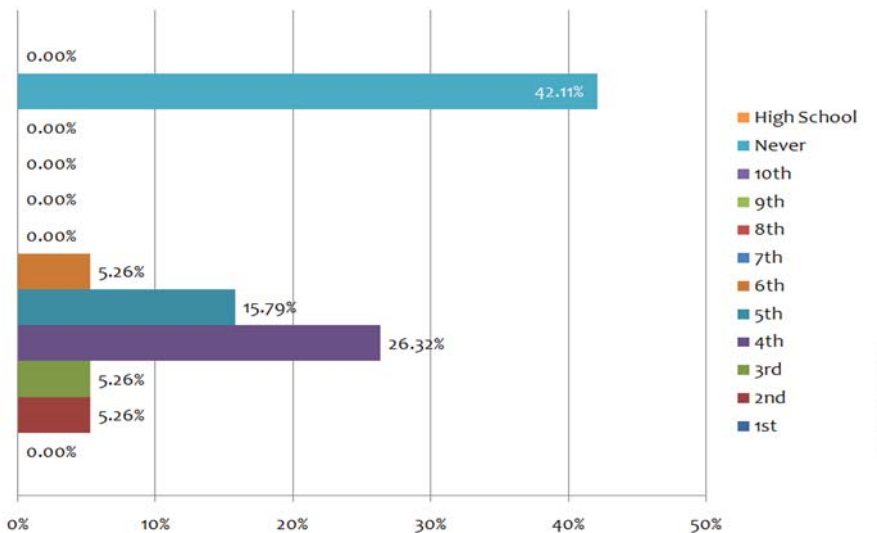
Travel Distance to School

18.18% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



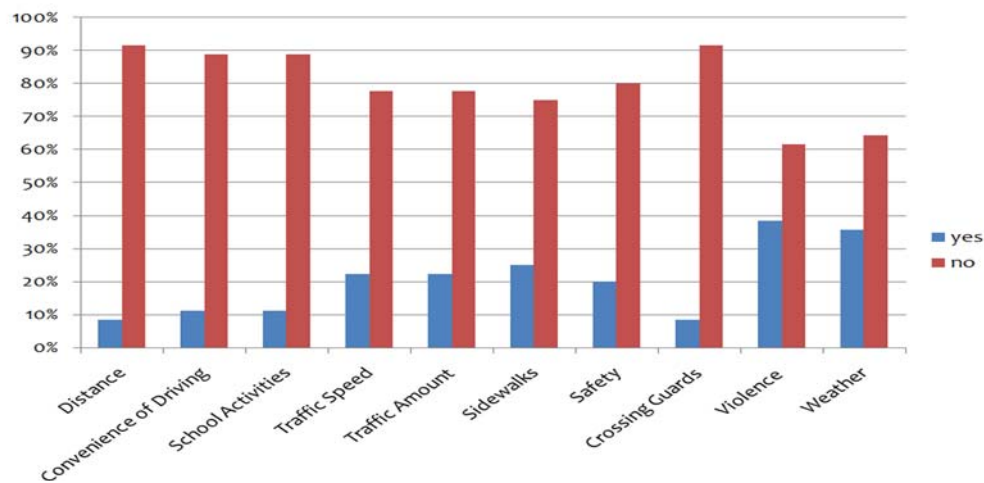
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 4th grade as an appropriate, allowable age for a child to walk or bike to school. 42.11% of parents responding to the survey stated that they would never allow their child to walk or bike to school.



Environmental Factors Impacting Walking/Biking

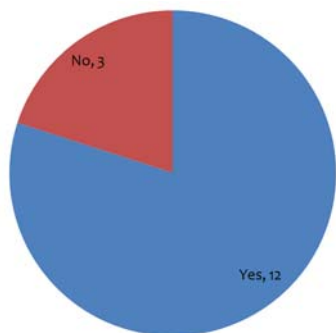
The most common changes that would encourage more students to walk or bike to school included decreased violence, favorable weather, more sidewalks and decreased traffic speed. The major issues brought up by parents were traffic speed and the amount of traffic.



Interest in Behavior Change Programs

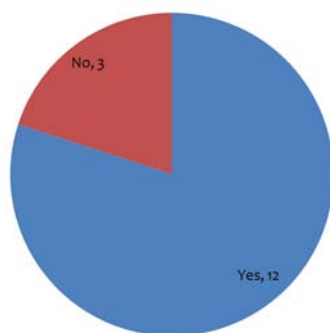
Parents were asked to describe their willingness to participate in the following programs. Program description are below the corresponding pie chart.

Parent Remote Drop-Off



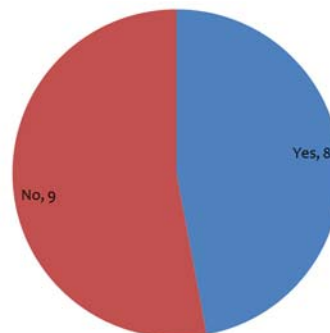
Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



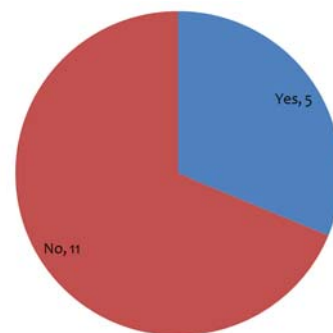
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance

Shared Rural Bus Stops



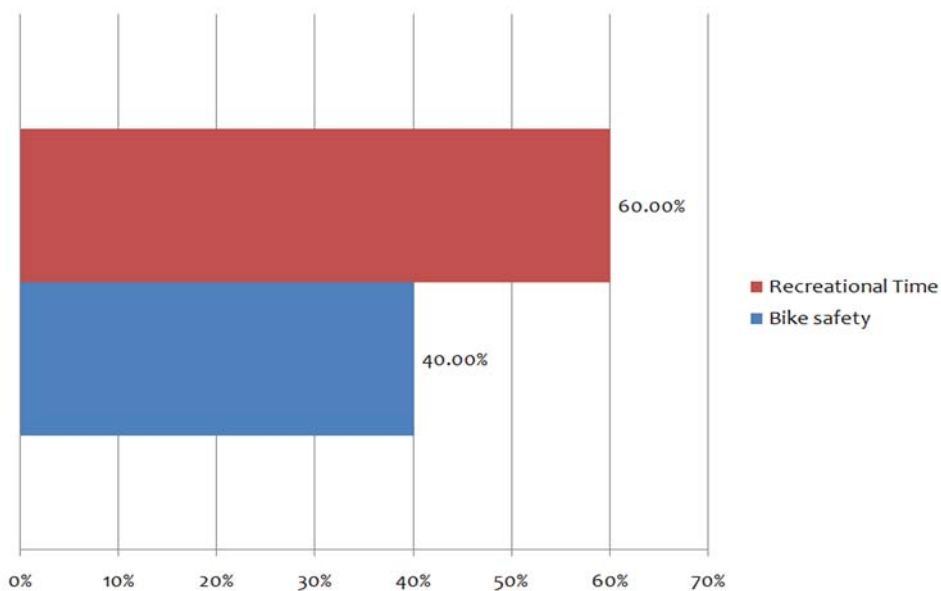
Students walk to a shared bus stop and the bus picks them up from this location.

Bike Racks on School Buses



Students ride their bike to the bus stop and use the bike rack on the school bus to transport the bike to and from school.

Incentives/Programs



The top parent suggestions for increasing walking and biking were:

1. Recreational time
2. Bike safety

Highway 136 coming off Pleasant View Drive was cited most often by parents as being unsafe.

Hennessy Catholic School Project List

Staff met with Hennessy Catholic School St. Peter & St. Paul Center administrators and local government officials to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were listed by Hennessy administrators.

	Problem	Solution
1	Very few sidewalks	Construct New Sidewalks in the area around the school.
2	300th Avenue is a main thoroughfare to grain storage so traffic is very heavy in the fall with semis.	Install Flashing Crossing lights
3	No after school or educational programs	Incorporate walking and biking education into P.E. Classes. Start an “I Got Caught” Program
4		
5		
6		
7		

Hennessy Catholic School Project List

Based on the input received during public meetings and input sessions with school administrators, city staff and local law enforcement, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on the previous page.



Present Conditions

Number of students: 70

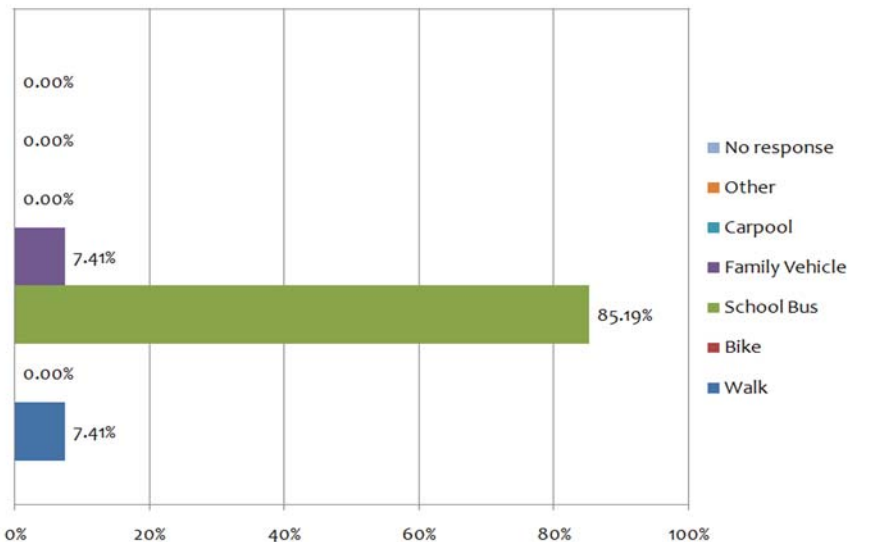
Parent Surveys

Student surveys were administered to parents of children attending grades 4th through 8th at LaSalle Catholic Elementary School Holy Cross Center, during the month of November in 2009. Parents and students were asked to fill out the survey form about transportation to school. The survey asked parents and students about the safety of the route to school and what they viewed as impediments to walking or biking to school.

Travel Mode to School

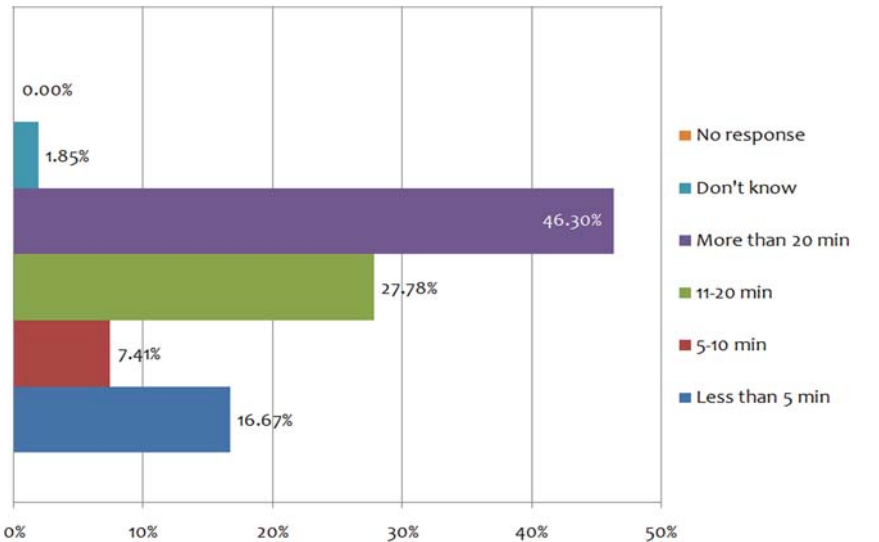
54 parents and students at LaSalle Catholic School Holy Cross Center School responded to the survey, and this constitutes 77% of the student body.

Parents and students responding to the survey stated that their child or he/she travel to school most often by a school bus (85.19%), a family vehicle (7.41%) or walking (7.41%).



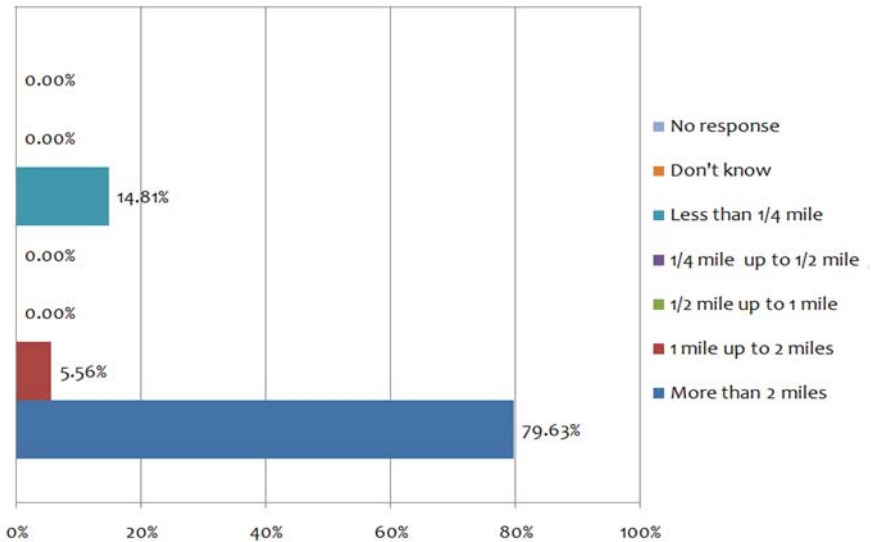
Travel Time to School

24.08% of parents and students responding to the survey stated that their child or he/she spend less than 10 minutes traveling to school.



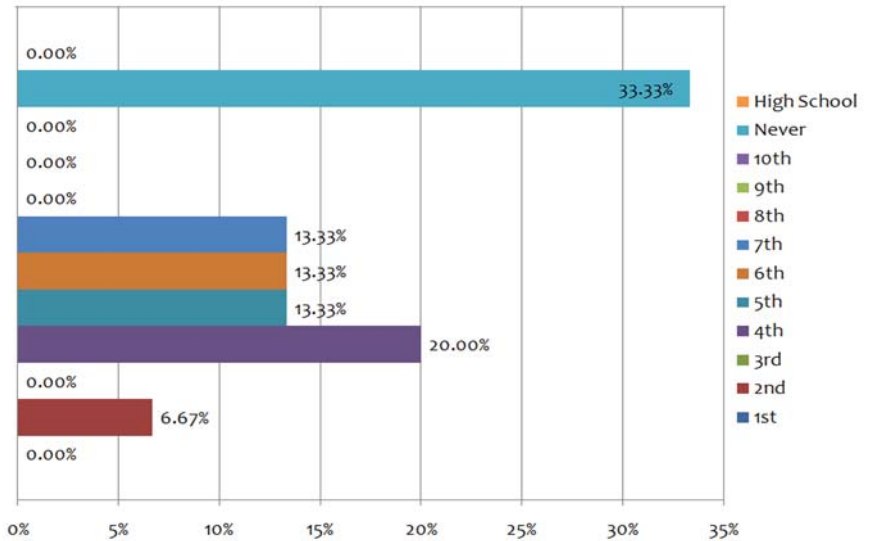
Travel Distance to School

14.81% of parents and students responding to the survey stated that their child or he/she travels less than 1/2 mile to school.



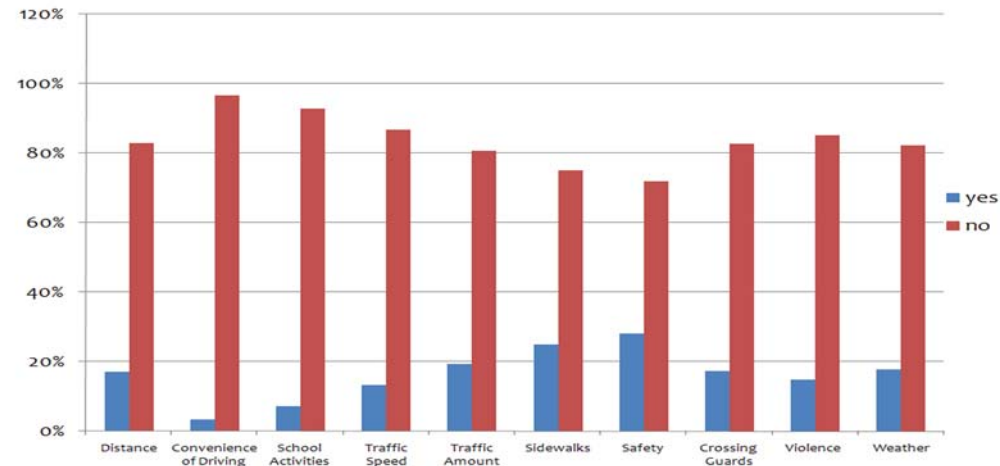
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 4th grade as an appropriate, allowable age for a child to walk or bike to school. 33.33%, stated that they would never allow their child to walk or bike to school.



Environmental Factors Impacting Walking/Biking

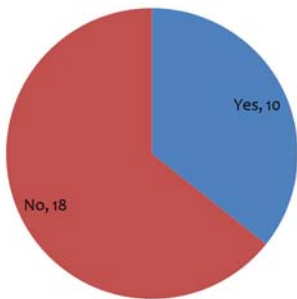
The most common changes that would encourage more students to walk or bike to school included increased safety, more sidewalks and nicer weather. The major issues brought up by parents were distance and sidewalks.



Interest in Behavior Change Programs

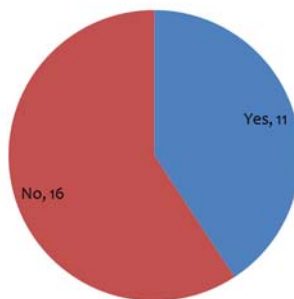
Parents were asked to describe their willingness to participate in the following programs. Program description are below the corresponding pie chart.

Parent Remote Drop-Off



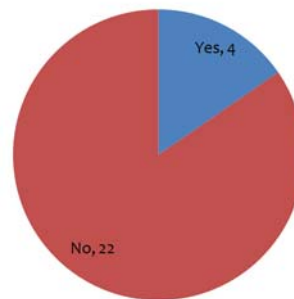
Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



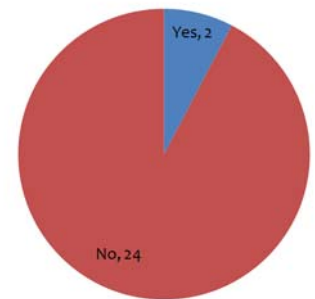
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance

Shared Rural Bus Stops



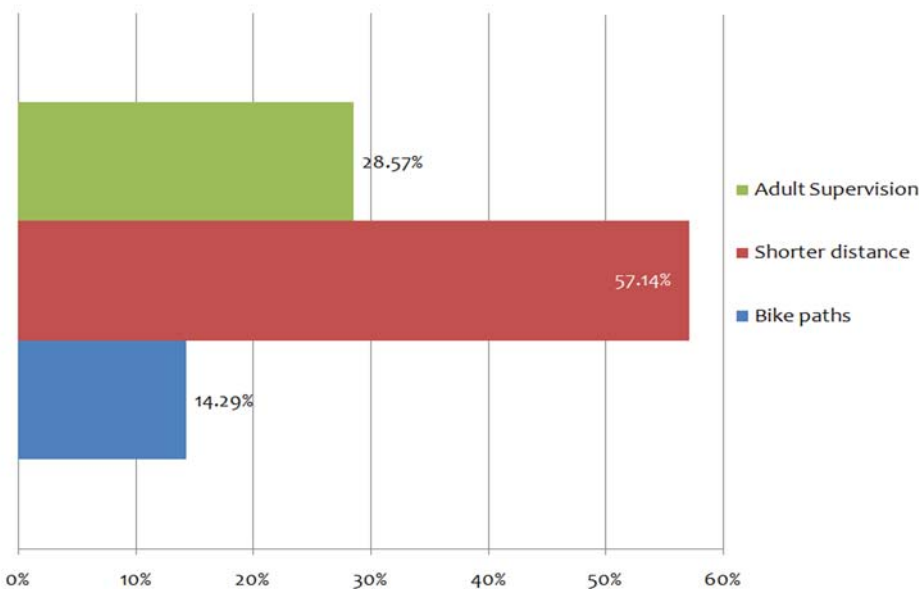
Students walk to a shared bus stop and the bus picks them up from this location.

Bike Racks on School Buses



Students ride their bike to the bus stop and use the bike rack on the school bus to transport the bike to and from school.

Incentives/Programs



The top parent and student suggestions for increasing walking and biking were:

1. Shorter distance
2. Adult supervision
3. Bike paths



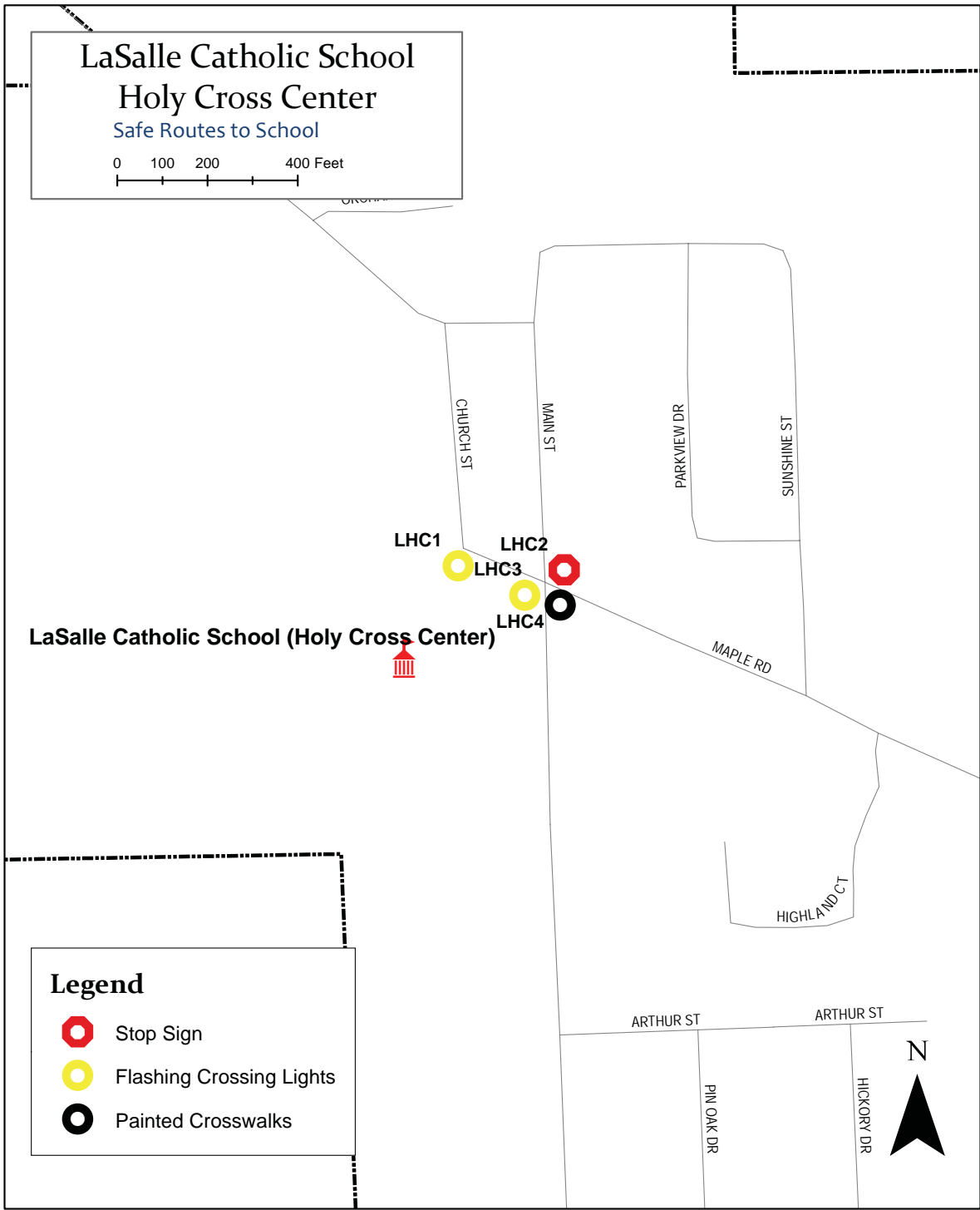
LaSalle Catholic Holy Cross Center Project List

Staff met with LaSalle Catholic Elementary School, Holy Cross Center, administrators and local government officials to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were suggested at the meeting

	Problem	Solution
LHC1	Dangerous intersection at Maple Rd and Church St	Flashing Crossing light
LHC2	Dangerous intersection at Maple Rd and Main St. Four-way intersection with High Traffic.	Stop Sign
LHC3	Dangerous intersection at Maple Rd and Main St. Four-way intersection with High Traffic.	Flashing Crossing Light
LHC4	Dangerous intersection at Maple Rd and Main St. Four-way intersection with High Traffic.	Crosswalk

Mapping LaSalle Catholic Holy Cross Center Project List

Based on the input received during public meetings and input sessions with school administrators, city staff, and local law enforcement, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on the previous page.



LaSalle Catholic Elementary School

Holy Trinity Center

School Location:
100 West Main Street
Luxemburg, Iowa 52065

Present Conditions

Number of students: 60

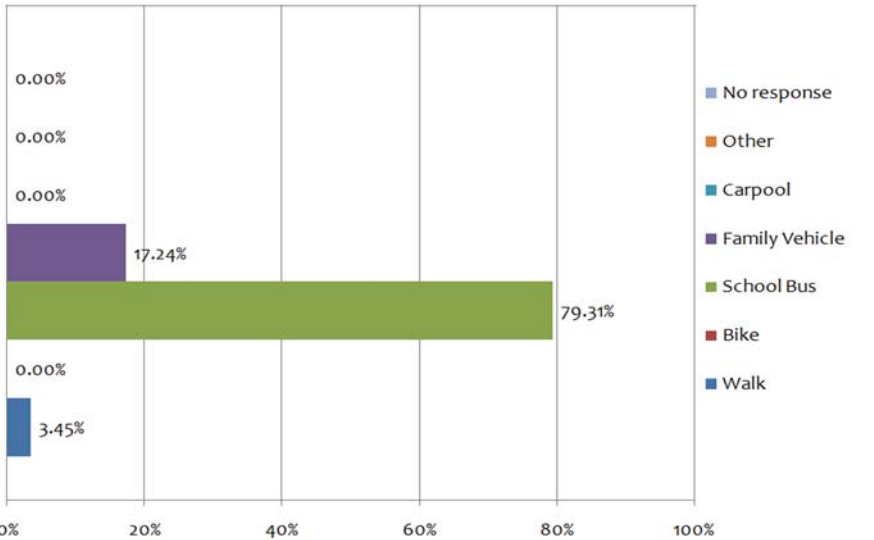
Parent Surveys

Student surveys were administered to parents of children attending grades Preschool through 3rd at LaSalle Catholic Elementary School Holy Trinity Center, during the month of November in 2009. Parents were asked to fill out the survey form about their child’s transportation to school. The survey asked parents about the safety of their child’s route to school and what they viewed as impediments to walking or biking to school.

Travel Mode to School

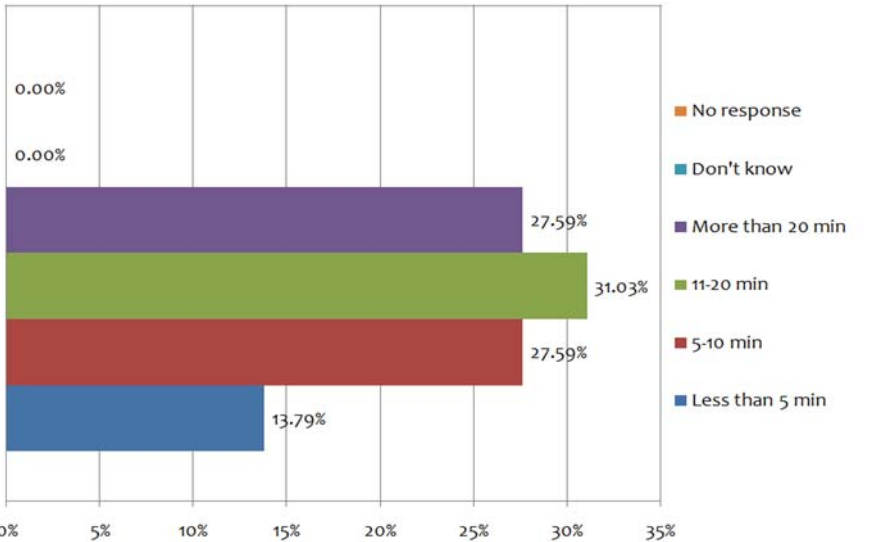
29 parents at LaSalle Catholic Elementary School Holy Trinity Center responded to the survey, and this constitutes 48% of the student body.

Parents responding to the survey stated that their child travels to school most often by school bus (79.31%) or by family vehicle (17.24%).



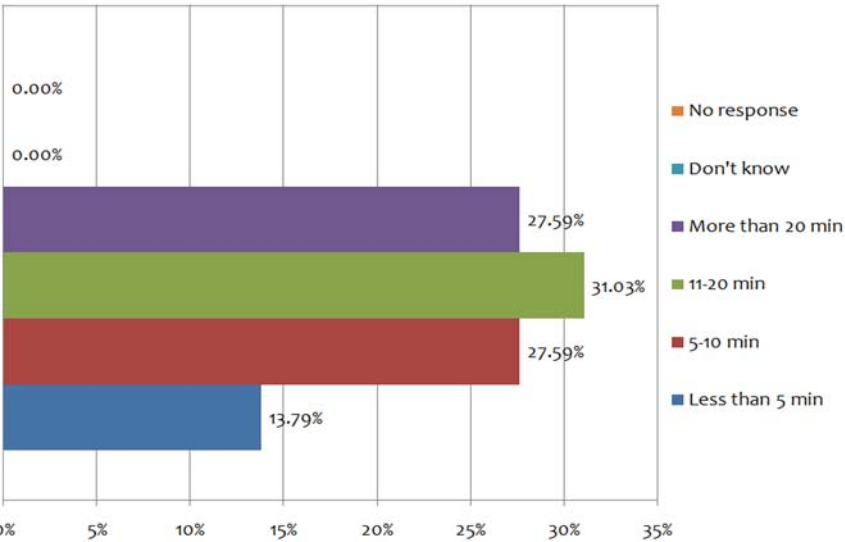
Travel Time to School

41.38% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



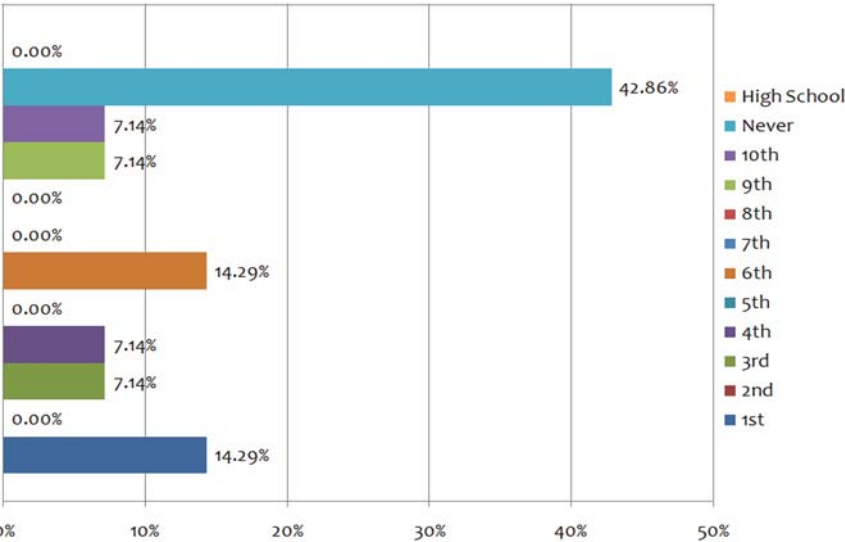
Travel Distance to School

10.34% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



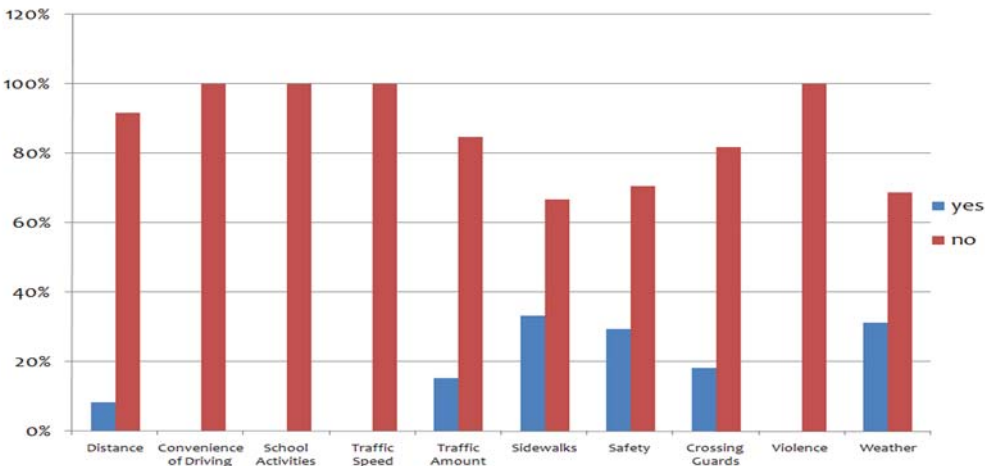
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 6th and 1st grades as an appropriate, allowable age for a child to walk or bike to school. The greatest number of parents, 42.86%, stated that they would never allow their child to walk or bike to school.



Environmental Factors Impacting Walking/Biking

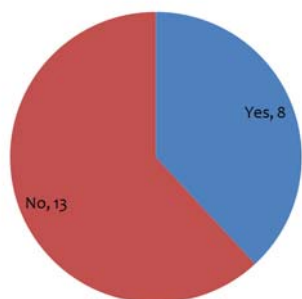
The most common changes that would encourage more students to walk or bike to school included more sidewalks, better weather conditions, increased safety and more crossing guards. The major issues brought up by parents were weather, traffic speed and the amount of traffic.



Interest in Behavior Change Programs

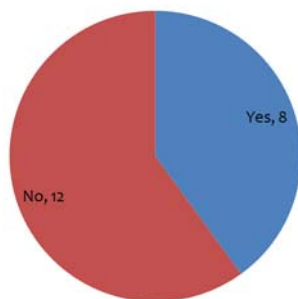
Parents were asked to describe their willingness to participate in the following programs. Program description are below the corresponding pie chart.

Parent Remote Drop-Off



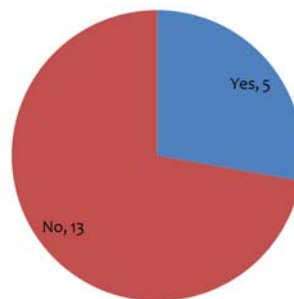
Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



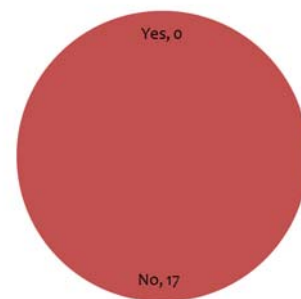
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance

Shared Rural Bus Stops



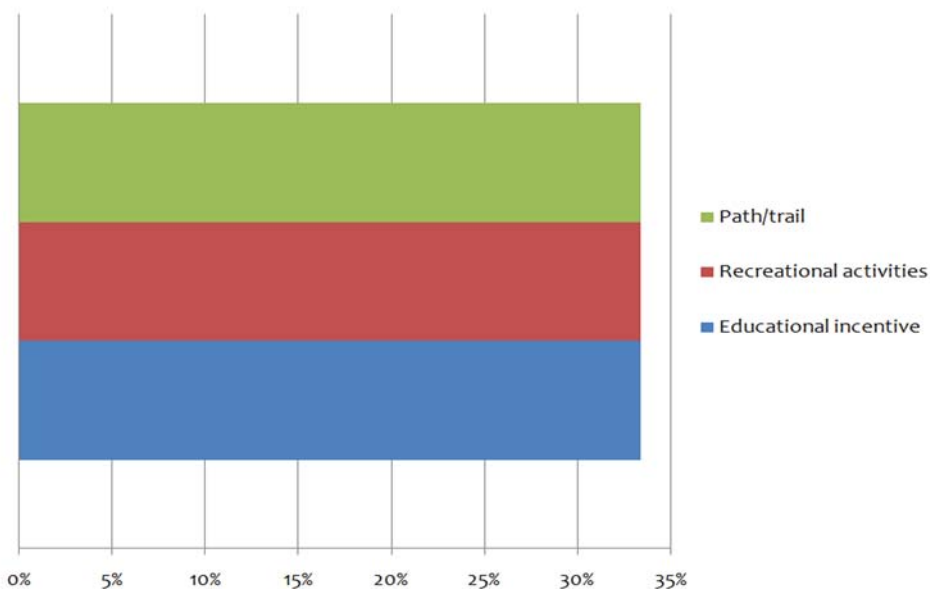
Students walk to a shared bus stop and the bus picks them up from this location.

Bike Racks on School Buses



Students ride their bike to the bus stop and use the bike rack on the school bus to transport the bike to and from school.

Incentives/Programs



The top parent suggestions for increasing walking and biking were:

1. Paths/trails
2. Recreational activities
3. Educational incentives

The street cited most often by parents as being unsafe is Highway 52



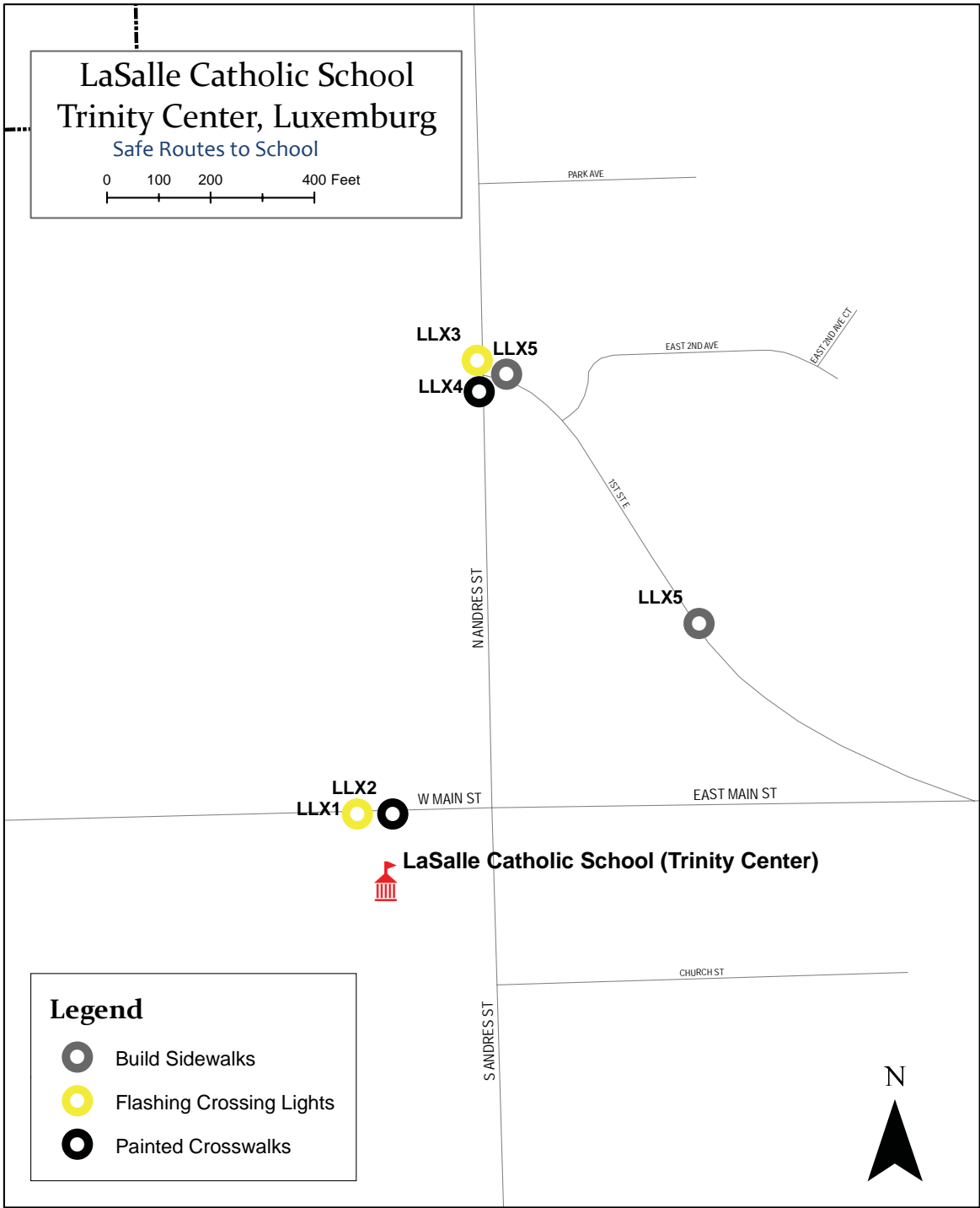
Lasalle Catholic Holy Trinity Center Project List

Staff met with LaSalle Catholic Elementary School, Holy Trinity Center, administrators and local officials to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were suggested at the meeting.

	Problem	Solution
LLX1	Dangerous crossing at W Main St across from the school.	Flashing Crossing light
LLX2	Dangerous crossing at W Main St across from the school.	Crosswalk
LLX3	Dangerous intersection at N Andres St and 1st E.	Flashing Crossing Light
LLX4	Dangerous intersection at N Andres St and 1st E.	Crosswalk
LLX5	No Sidewalk on 1st St E	Construct Sidewalk

Mapping LaSalle Catholic Holy Trinity Center Project List

Based on the input received during public meetings and input sessions with school administrators, city staff, and the local police department, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on the previous page.



Peosta Elementary School

School Location:
8522 Burds Rd
Peosta, Iowa 52068

Present Conditions

Number of students: 274

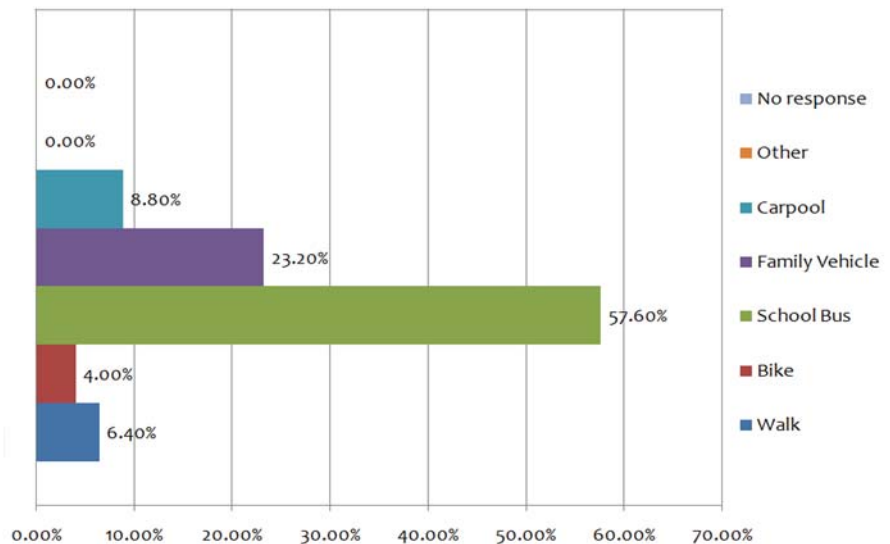
Parent Surveys

Student surveys were administered to parents of children attending grades Preschool through 5th at Peosta Elementary School, during the month of November in 2009. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

Travel Mode to School

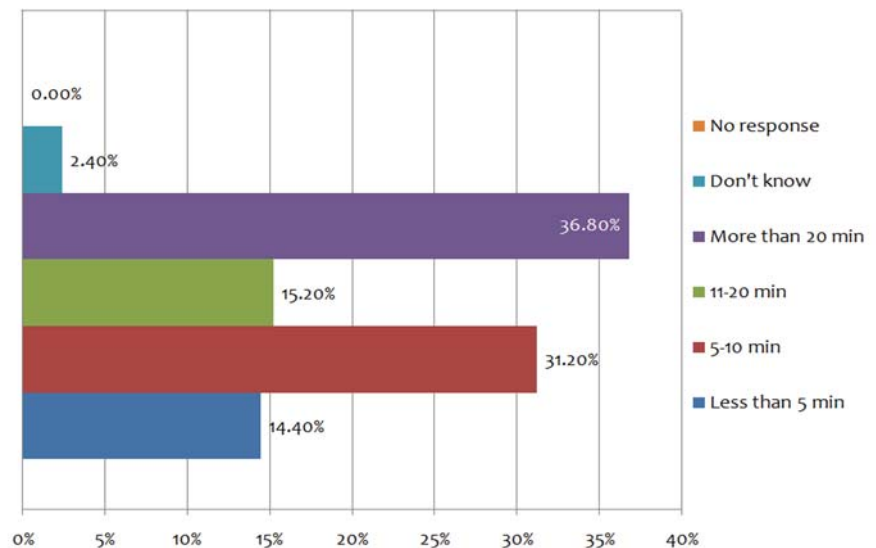
125 parents at Peosta Elementary School responded to the survey, and this constitutes 46% of the student body.

Parents responding to the survey stated that their child travels to school most often by school bus (57.6%) or by family vehicle (23.2%).



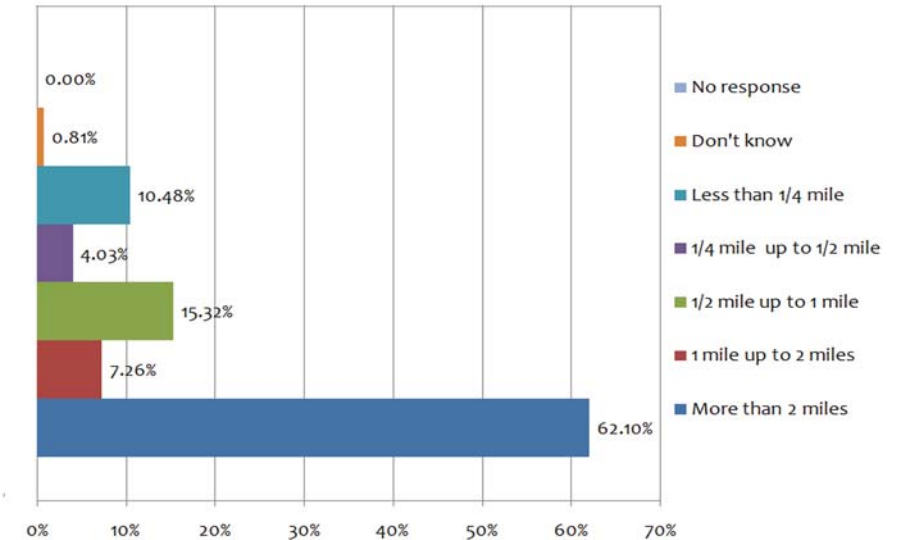
Travel Time to School

45.6% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



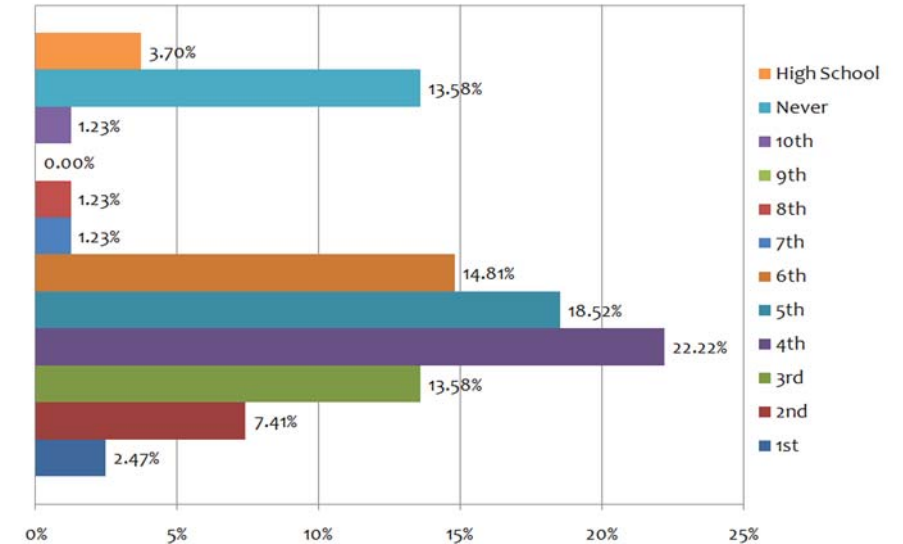
Travel Distance to School

14.51% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



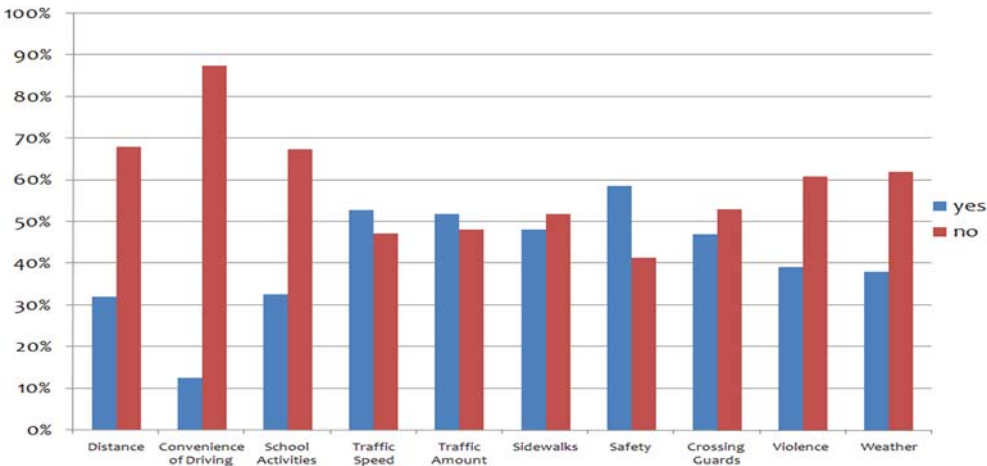
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 4th grade as an appropriate, allowable age for a child to walk or bike to school. 13.58% of parents stated that they would never allow their child to walk or bike to school.



Environmental Factors Impacting Walking/Biking

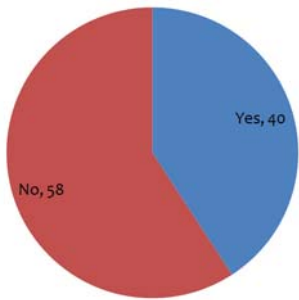
The most common changes that would encourage more students to walk or bike to school included increased safety, lower traffic speed and decreased amount of traffic. The major issues brought up by parents were the amount of traffic and traffic speed.



Interest in Behavior Change Programs

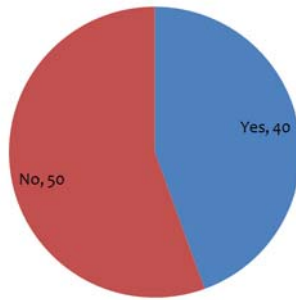
Parents were asked to describe their willingness to participate in the following programs. Program description are below the corresponding pie chart.

Parent Remote Drop-Off



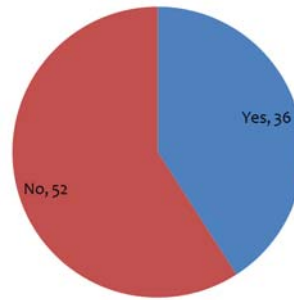
Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



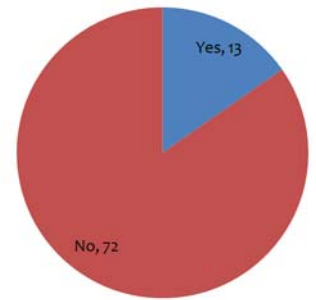
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance

Shared Rural Bus Stops



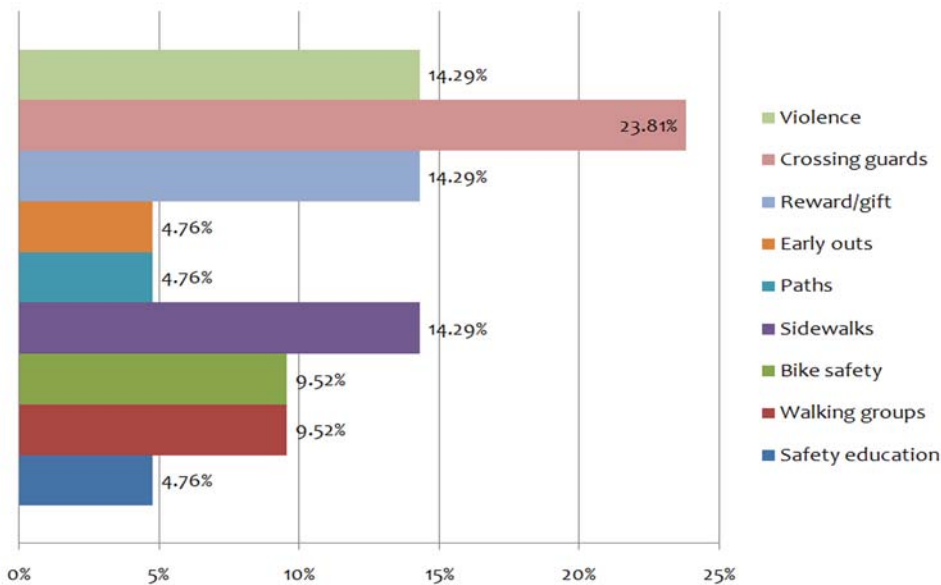
Students walk to a shared bus stop and the bus picks them up from this location.

Bike Racks on School Buses



Students ride their bike to the bus stop and use the bike rack on the school bus to transport the bike to and from school.

Incentives/Programs



The top parent suggestions for increasing walking and biking were:

1. Crossing guards
2. Sidewalks
3. Rewards/gifts
4. Decreasing violence

The streets cited most often by parents as being unsafe included:

1. Bierman Road to Baja/Crownlain
2. Main Street to Baja/Crownlain
3. Railroad Tracks
4. Crossing Highway 20
5. Peosta neighborhood



Peosta Elementary School Project List

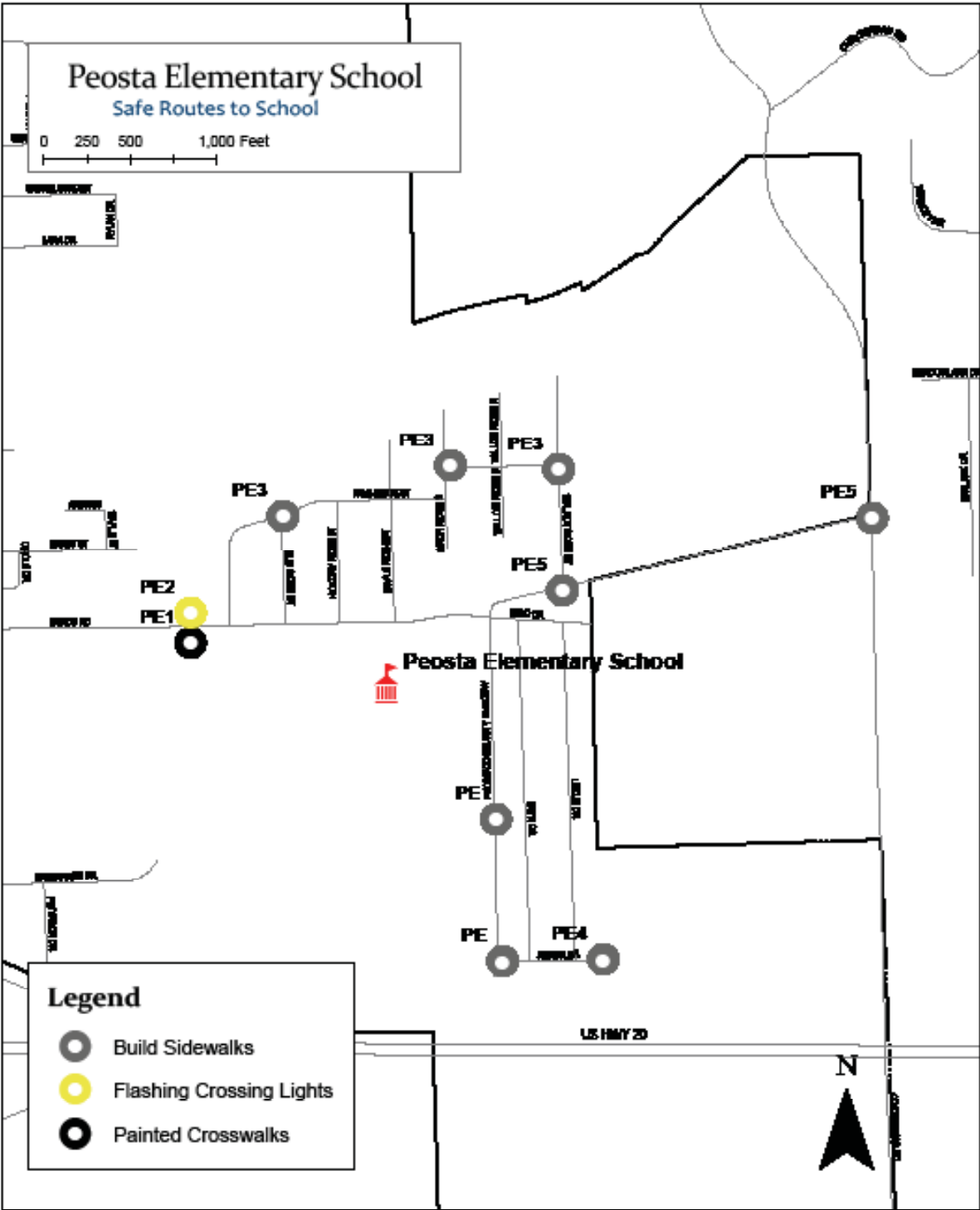
Staff met with Peosta Elementary School administrators and local officials to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were suggested at the meeting.

	Problem	Solution
PE1	Dangerous Crossing at Burds Rd and NICC. New library increase pedestrian traffic.	Flashing Crossing Light
PE2	No sidewalks on Burds Rd between Walnut Ridge St and Cox Springs Rd.	Construct Sidewalks
PE3	No pedestrian access from affordable housing development.	Construct sidewalk/trail
PE4	Surrounding neighborhoods do not have sidewalks	Construct sidewalks
PE5	Dangerous Crossing at Burds Rd and NICC. New library increase pedestrian traffic.	Crosswalk



Mapping Peosta Elementary School Project List

Based on the input received during public meetings and input sessions with school administrators, city staff, and local law enforcement, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on the previous page.



Present Conditions

Number of students: 99

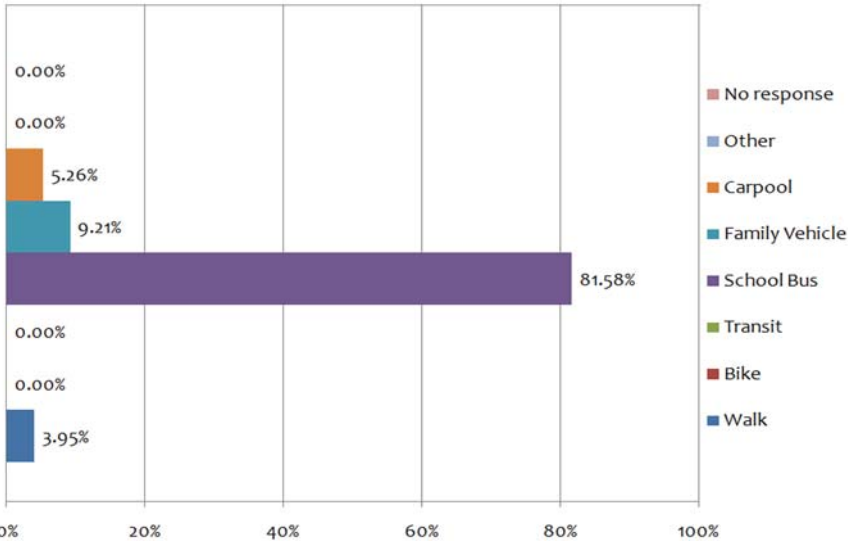
Student Surveys

Student surveys were administered to 6th through 8th graders, at Seton Catholic Middle School- St. Joseph, during the month of November in 2009. During class, students were asked to fill out the survey form about their transportation to school. The survey asked students about the safety of their route to school and what they viewed as impediments to walking or biking to school.

Travel Mode to School

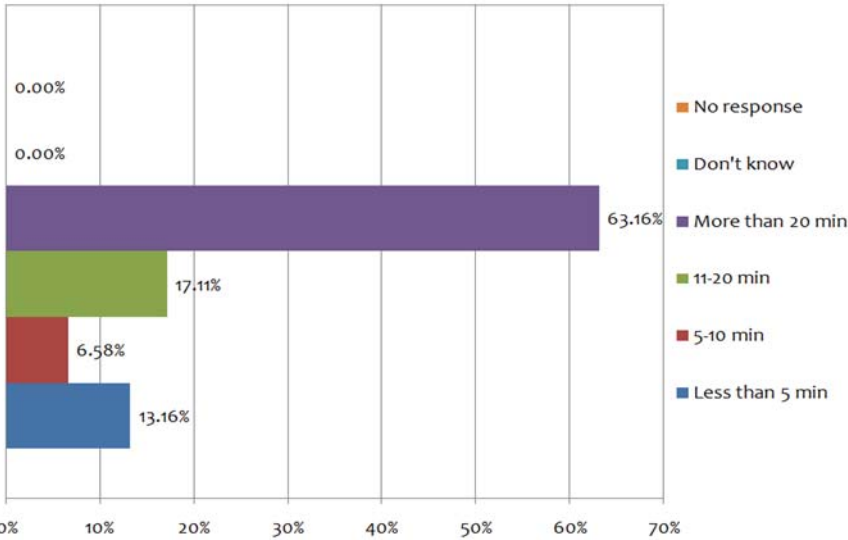
76 students responded to the survey, and this constitutes 77% of the student body.

Students responding to the survey travel to school by a school bus (81.58%), by a family vehicle (9.21%) or by carpooling (5.26%).



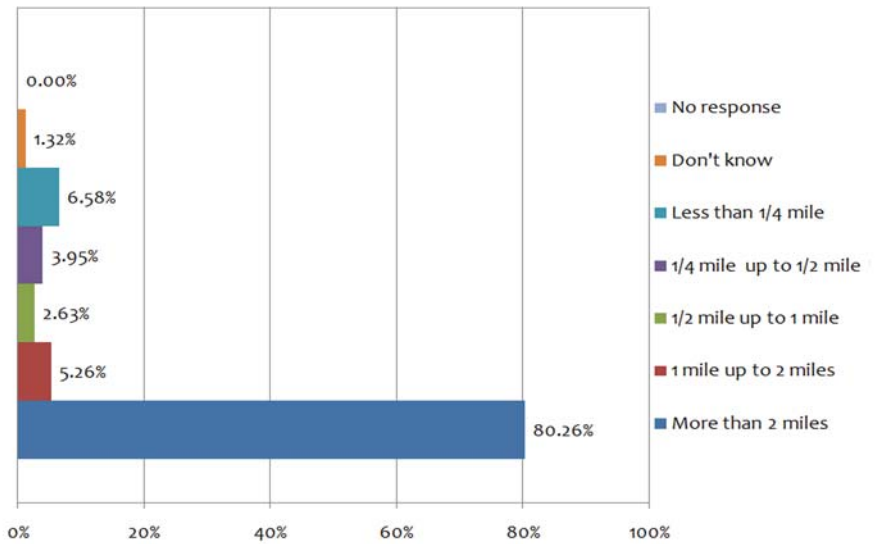
Travel Time to School

19.74% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

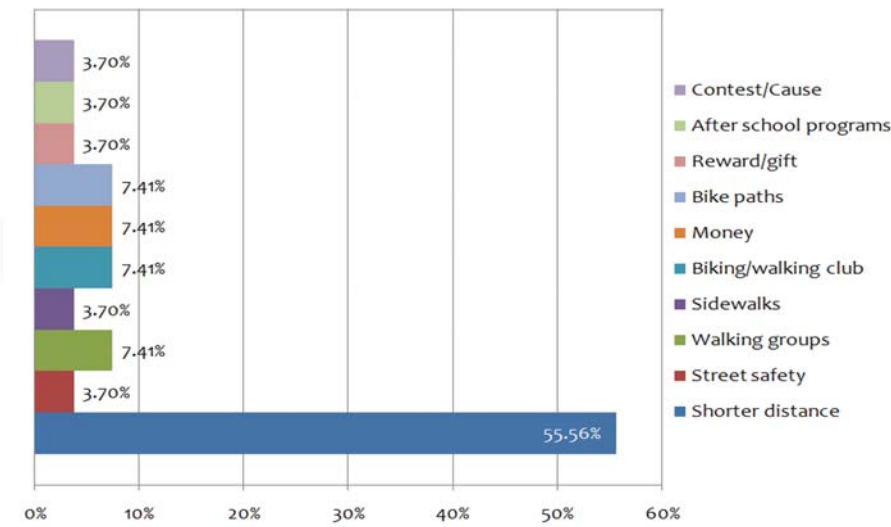


Travel Distance to School

Only 10.53% of students responding to the survey travel less than 1/2 mile to school, while 80.26% travel 2 miles or more to attend school.



Incentives/Programs



The top student suggestions for increasing walking and biking were:

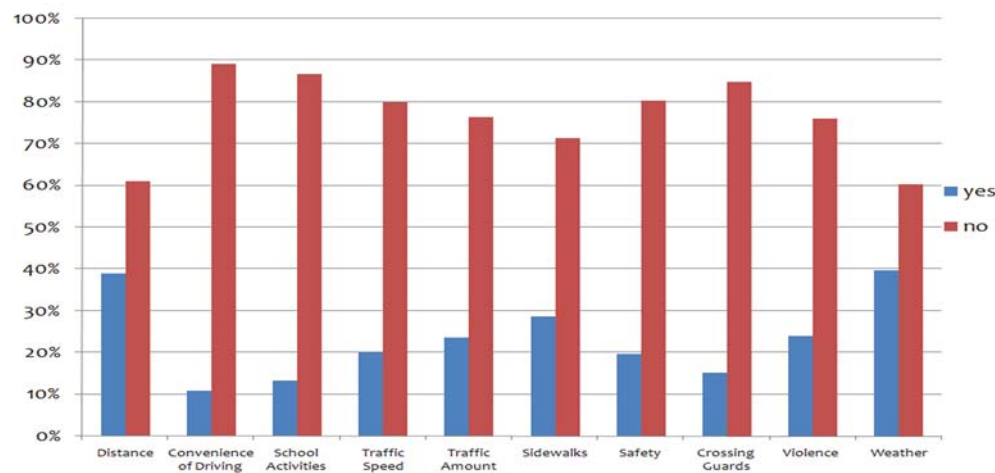
1. Shorter distance
2. Bike paths
3. Money
4. Biking/walking club

The streets cited most often by students as being unsafe included:

1. Royal Oaks Subdivision
2. Burds Road
3. Highway 20

Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included nicer weather, shorter distance and more sidewalks. The major issues brought up by students were distance and weather.



Seton Middle School - St Joseph Center Project List

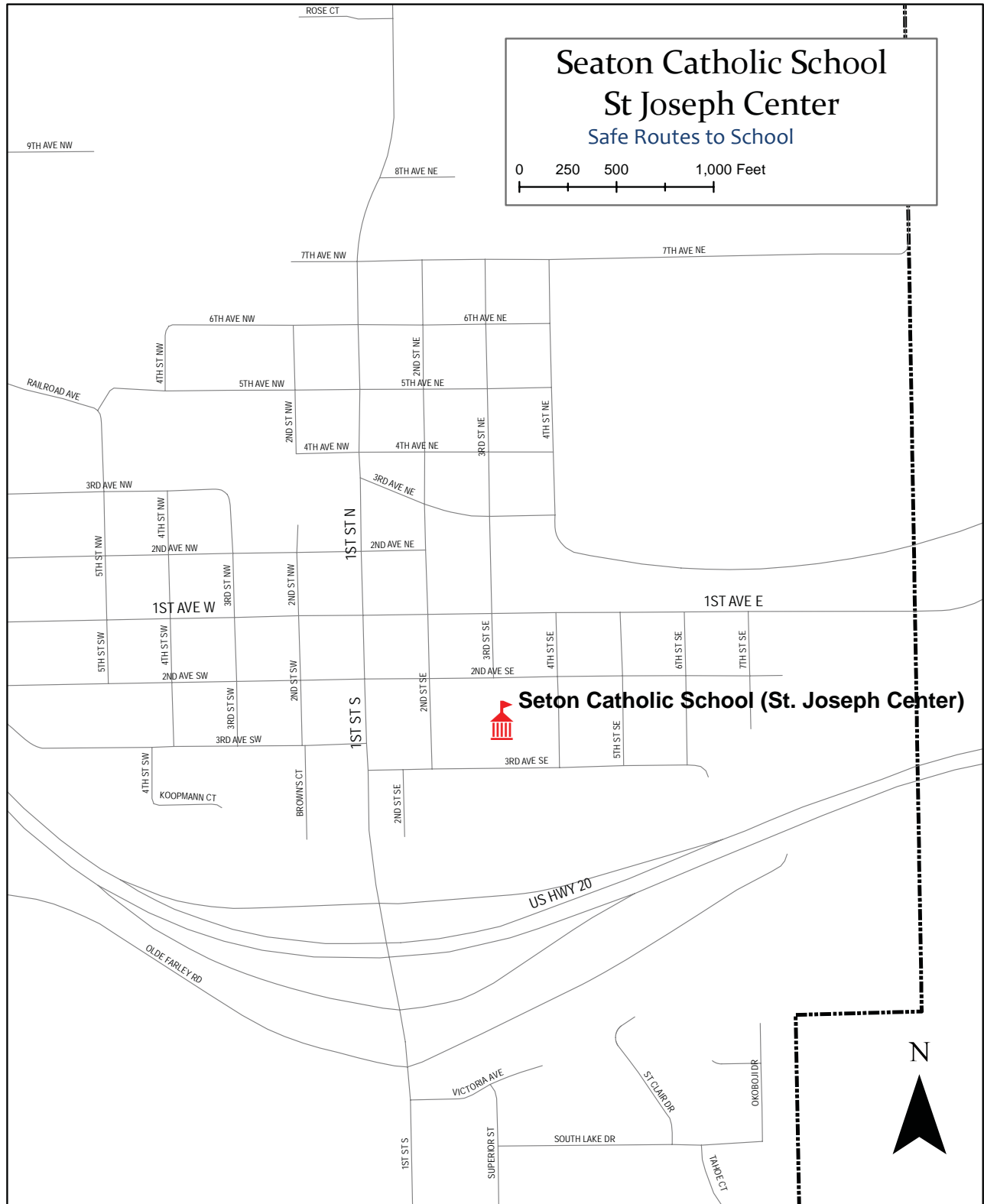
Staff met with Seton Middle School- St. Joseph administrators to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were suggested at the meeting

	Problem	Solution
1	No Projects were submitted for Seton Middle School - St. Joseph Center.	
2		
3		
4		
5		
6		
7		



Mapping Seton Middle School - St Joseph Center Project List

Based on the input received during public meetings and input sessions with school administrators, city staff, and the local law enforcement, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on the previous page.



Present Conditions

Number of students: 339

Parent Surveys

Surveys were not administered at Seton Catholic School, St. John Center, as a new school building on Burds was under construction during the time when surveys were distributed.

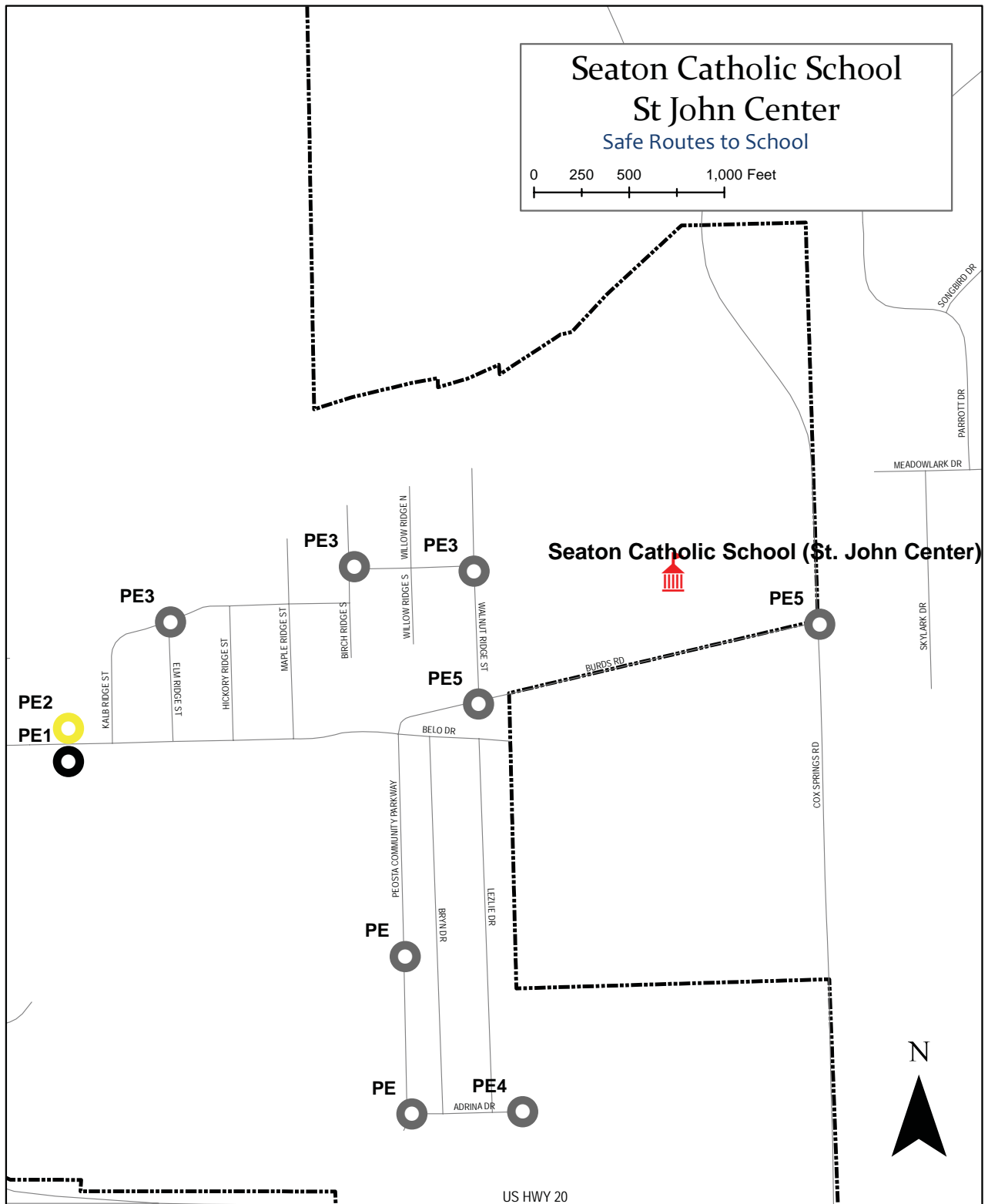
Seton Catholic School, St. John Center Project List

Staff met with Seton Catholic School, St. John Center, administrators and local government officials to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were suggested at the meeting.

	Problem	Solution
PE1	Dangerous Crossing at Burds Rd and NICC. New library increase pedestrian traffic.	Crosswalk
PE2	Dangerous Crossing at Burds Rd and NICC. New library increase pedestrian traffic.	Flashing Crossing Light
PE3	Surrounding neighborhoods do not have sidewalks	Construct sidewalks
PE4	No pedestrian access from affordable housing development.	Construct sidewalk/trail
PE5	No sidewalks on Burds Rd between Walnut Ridge St and Cox Springs Rd.	Construct Sidewalks

Mapping Seton Catholic School, St. John Center Project List

Based on the input received during public meetings and input sessions with school administrators, city staff, and local law enforcement, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on the previous page.



St. Francis Xavier Elementary School

School Location:
104 3rd Street Southwest
Dyersville, IA 52040

Present Conditions

Number of students: 374

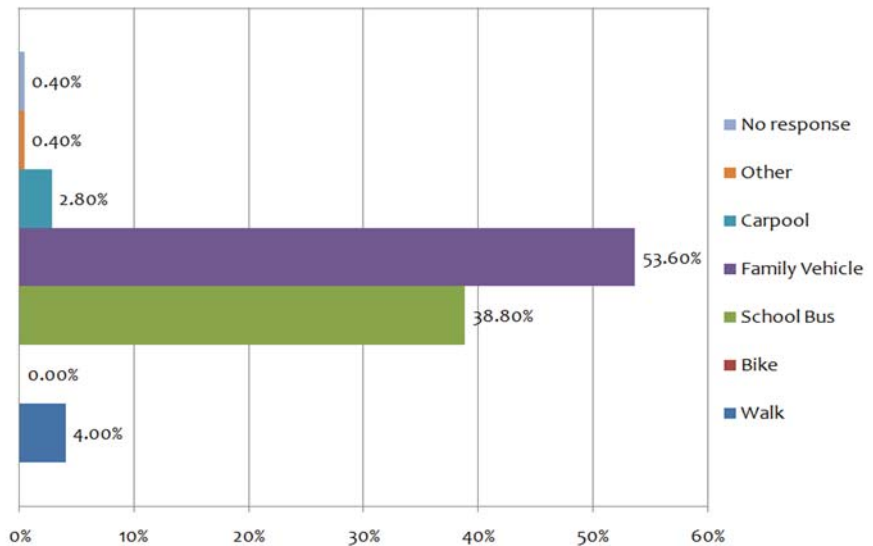
Parent Surveys

Student surveys were administered to parents of children attending grades Kindergarten through 6th at St. Francis Xavier Elementary School, during the month of November in 2009. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

Travel Mode to School

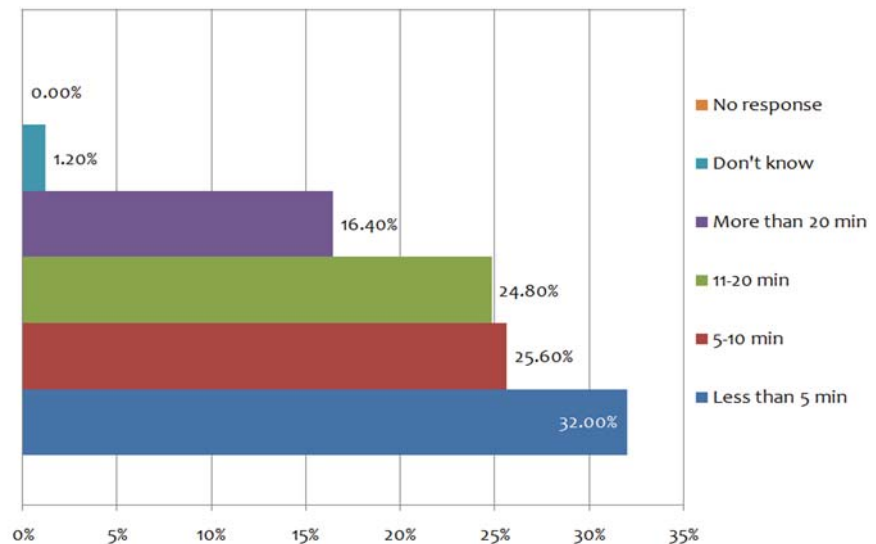
250 parents at St. Francis Xavier Elementary School responded to the survey, and this constitutes 67% of the student body.

Parents responding to the survey stated that their child travels to school most often by family vehicle (53.6%) or by school bus (38.8%).



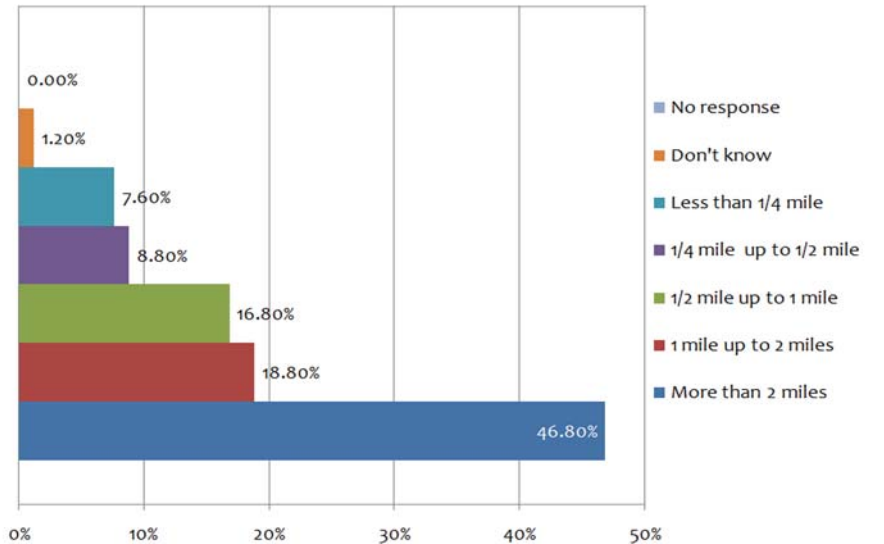
Travel Time to School

57.6% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



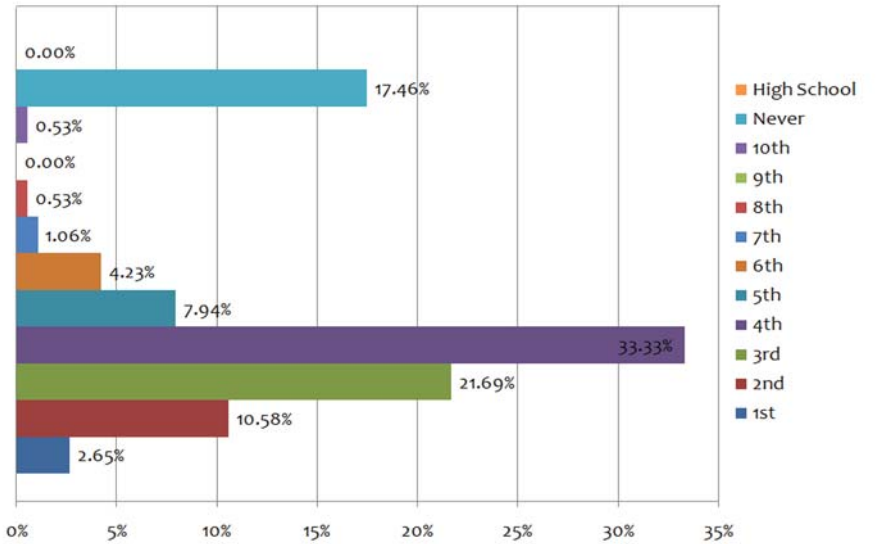
Travel Distance to School

16.4% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



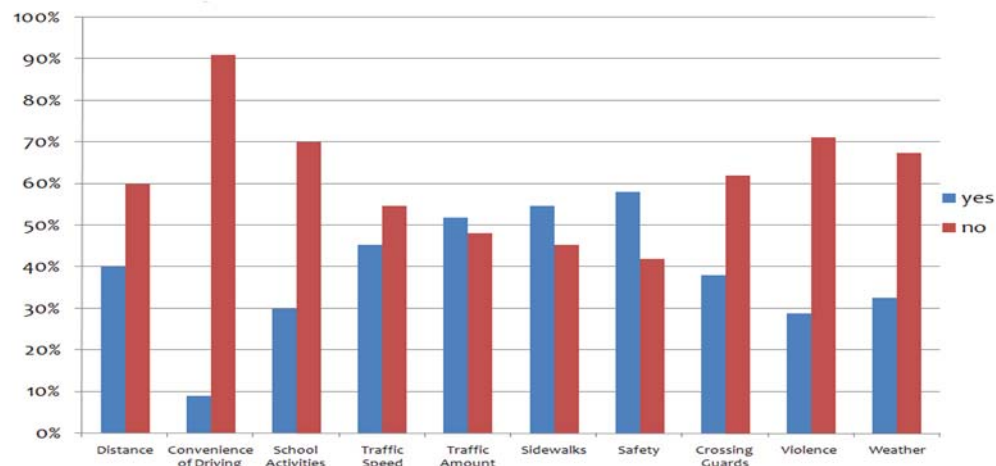
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 4th grade as an appropriate, allowable age for a child to walk or bike to school. 17.46% of parents responding to the survey stated that they would never allow their child to walk or bike to school.



Environmental Factors Impacting Walking/Biking

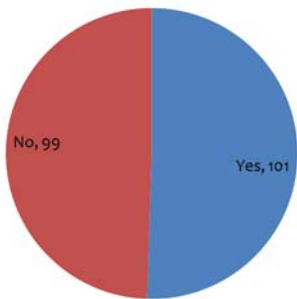
The most common changes that would encourage more students to walk or bike to school included increased safety, sidewalks, decrease in traffic and lower traffic speeds. The major issues brought up by parents were the amount of traffic, safety, and distance.



Interest in Behavior Change Programs

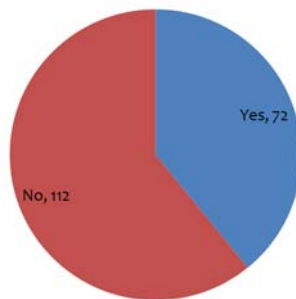
Parents were asked to describe their willingness to participate in the following programs. Program description are below the corresponding pie chart.

Parent Remote Drop-Off



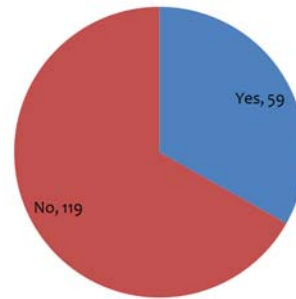
Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



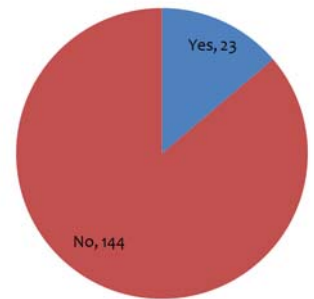
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance

Shared Rural Bus Stops



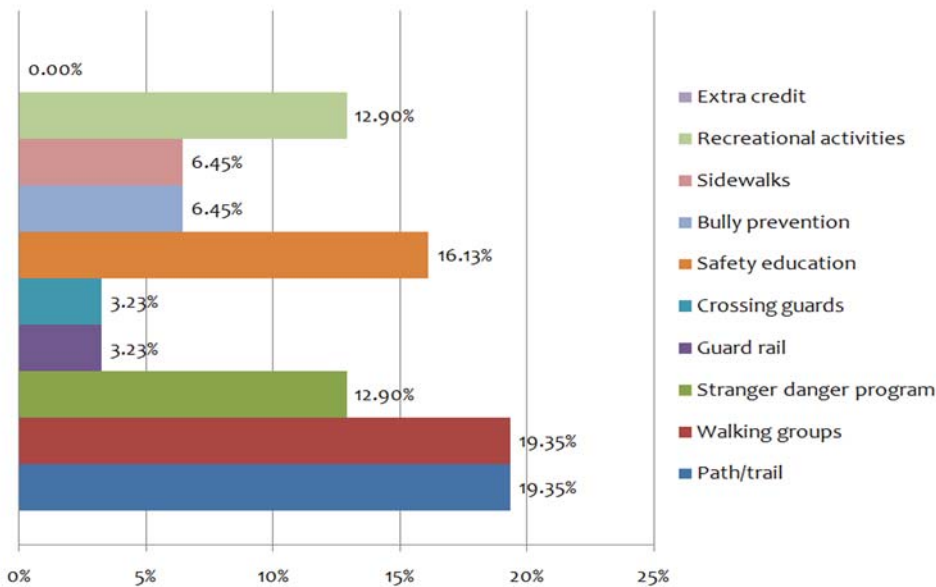
Students walk to a shared bus stop and the bus picks them up from this location.

Bike Racks on School Buses



Students ride their bike to the bus stop and use the bike rack on the school bus to transport the bike to and from school.

Incentives/Programs



The top parent suggestions for increasing walking and biking were:

1. Walking groups
2. Paths/trails
3. safety education

The streets cited most often by parents as being unsafe included:

1. Railroad tracks
2. Crossing Beltline Road
3. Crossing Highway 136
4. 8th Street Northwest
5. 1st Avenue
6. 4th Avenue
7. Bridge on 3rd Street Southwest
8. 3rd Street Southwest
9. Hospital subdivision
10. Roads around school

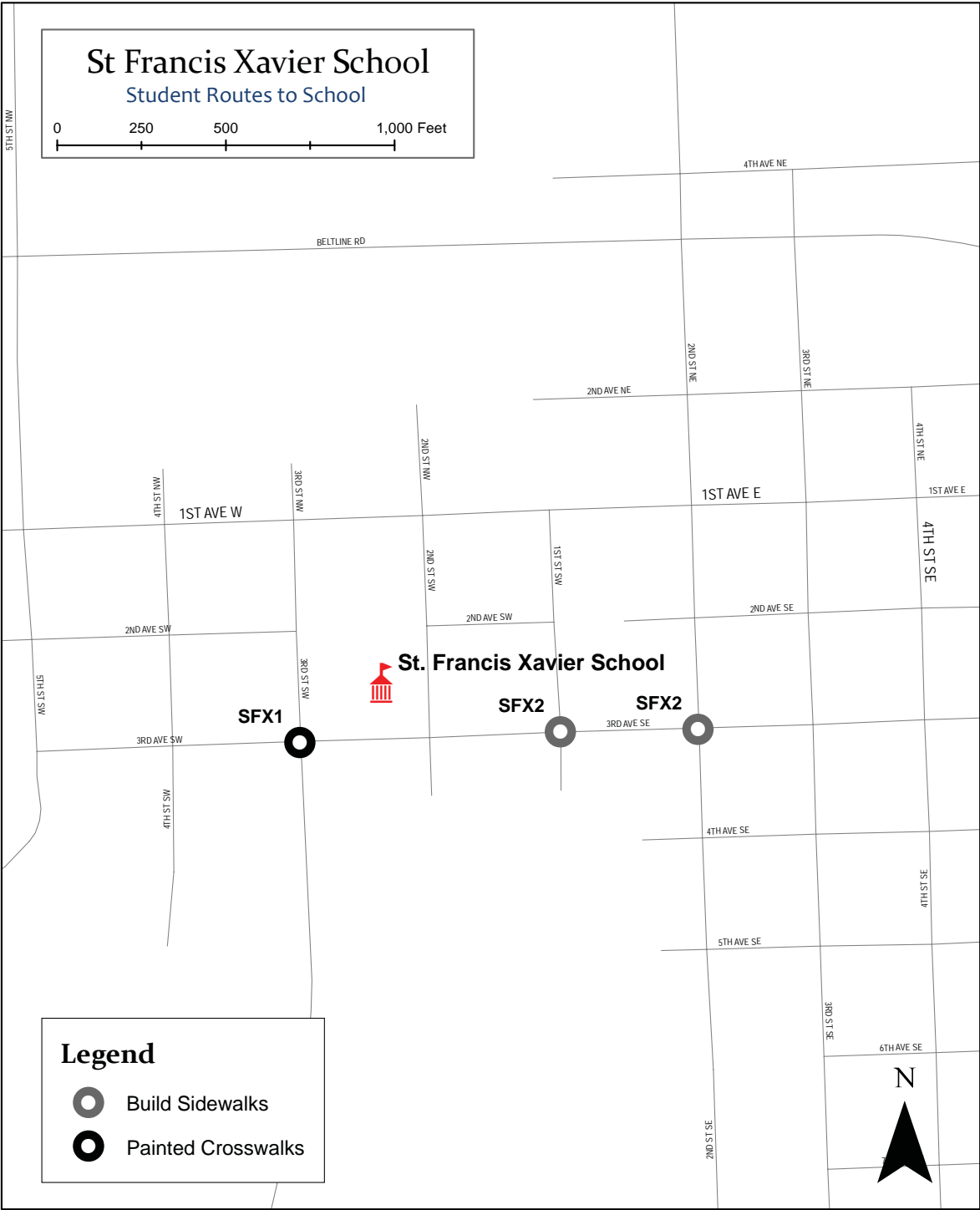
St. Francis Xavier Elementary School Project List

Staff met with St Francis Xavier Elementary administrators and local officials to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were suggested at the meeting

	Problem	Solution
SFX1	Dangerous intersection at 3rd St SW and 3rd Ave SE	Improve Crosswalk
SFX2	Gap in sidewalks on 3rd Ave SE between 2nd St SE and 1st St SE.	Construct Sidewalk

Mapping St. Francis Xavier Elementary School Project List

Based on the input received during public meetings and input sessions with school administrators, city staff, and local law enforcement, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on the previous page.



Present Conditions

Number of students: 34

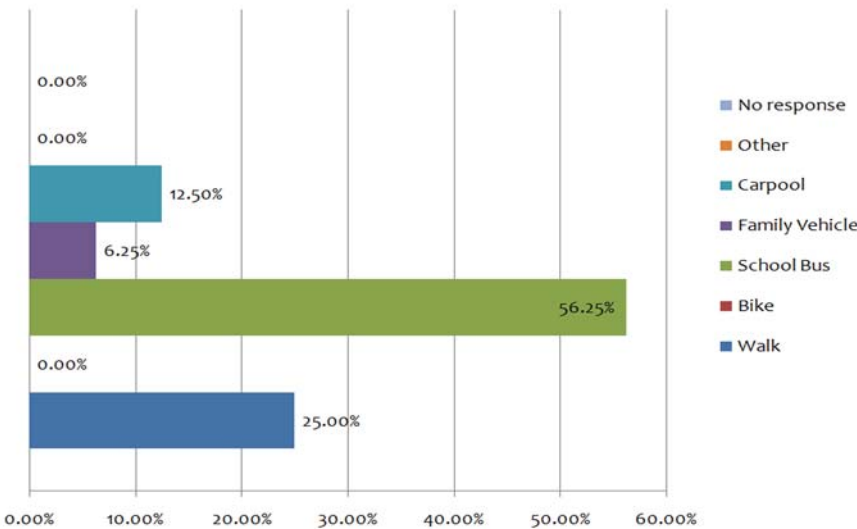
Parent Surveys

Student surveys were administered to parents of children attending grades Kindergarten through 6th at St. Paul's Elementary School, during the month of November in 2009. Parents were asked to fill out the survey form about their child's transportation to school. The survey asked parents about the safety of their child's route to school and what they viewed as impediments to walking or biking to school.

Travel Mode to School

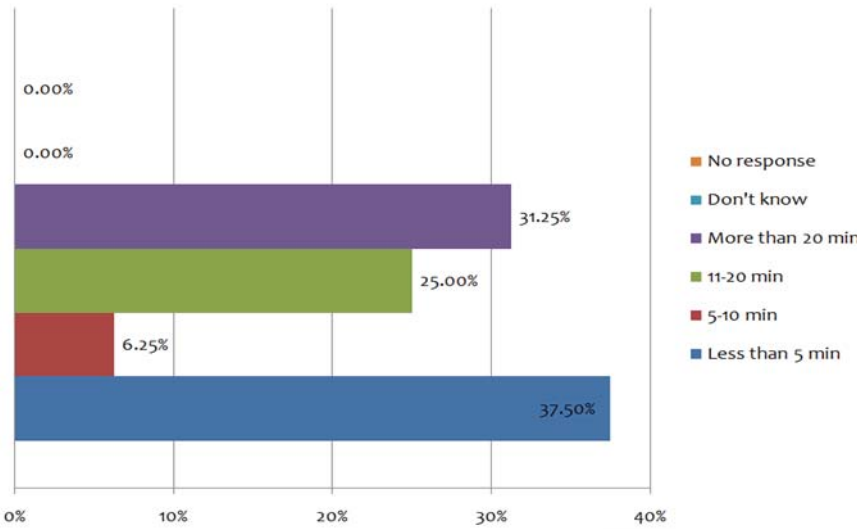
16 parents at St. Paul's Elementary School responded to the survey, and this constitutes 47% of the student body.

Parents responding to the survey stated that their child travels to school most often by a school bus (56.25%) or by walking (25%).



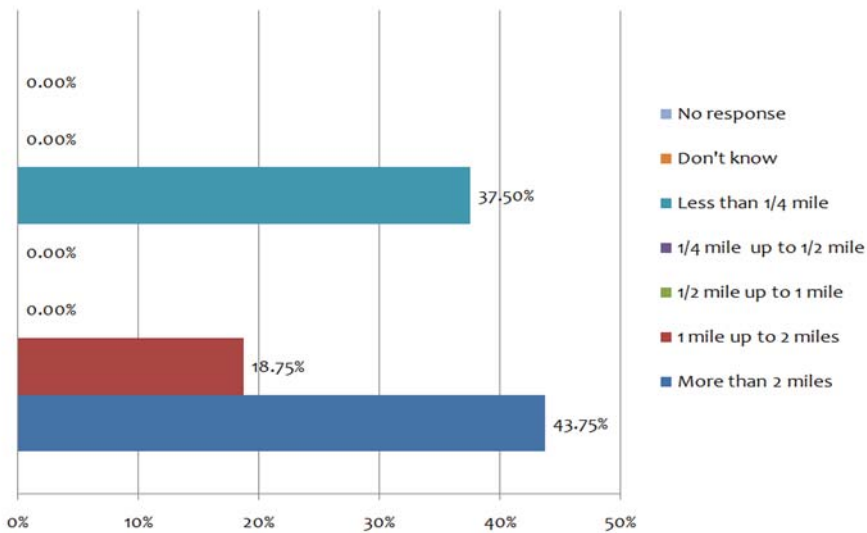
Travel Time to School

43.75% of parents responding to the survey stated that their child spends less than 10 minutes traveling to school.



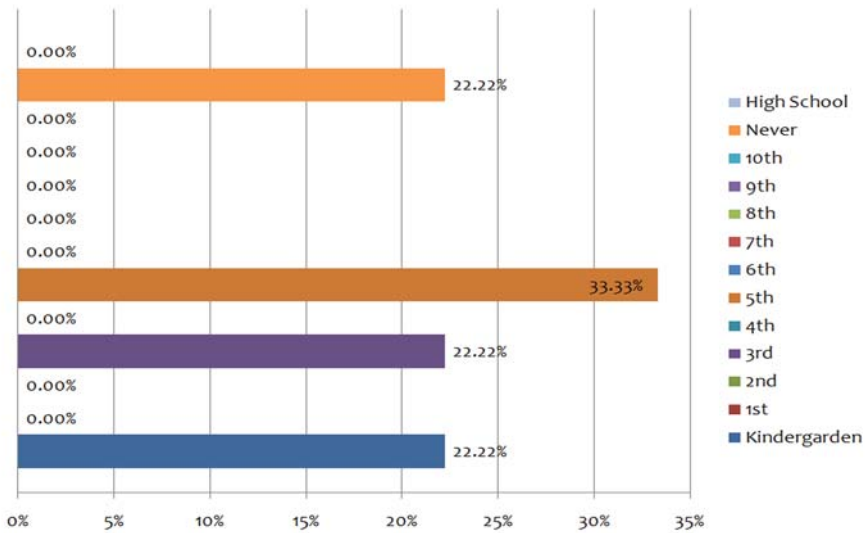
Travel Distance to School

37.5% of parents responding to the survey stated that their child travels less than 1/2 mile to school.



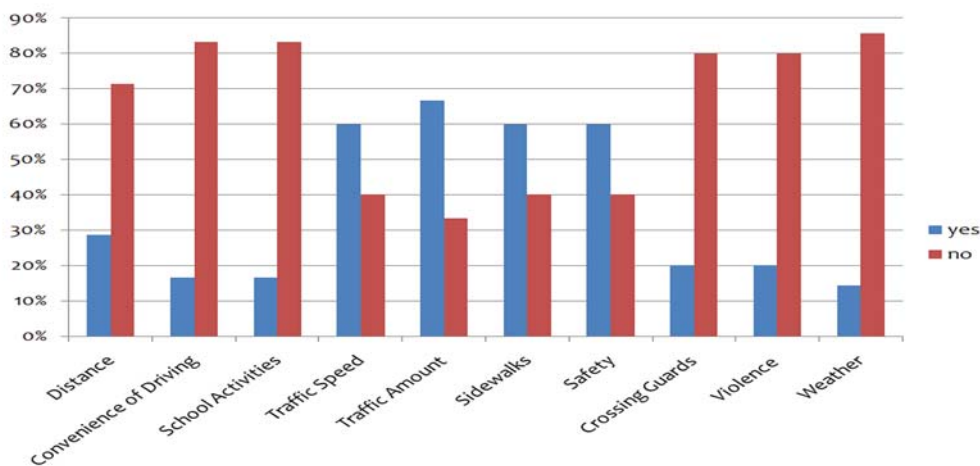
Grade Level Allowed to Walk/Bike to School

Parents responding to the survey viewed 5th grade as an appropriate, allowable age for a child to walk or bike to school. 22.22% of parents responding to the survey stated that they would never allow their child to walk or bike to school.



Environmental Factors Impacting Walking/Biking

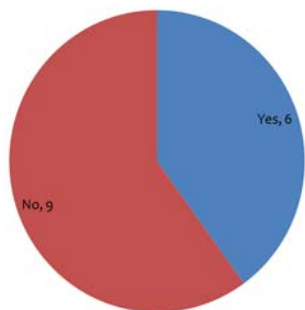
The most common changes that would encourage more students to walk or bike to school included decreasing the amount of traffic, lowering the traffic speed, adding sidewalks and increasing safety. The major issues brought up by parents were distance, weather and safety.



Interest in Behavior Change Programs

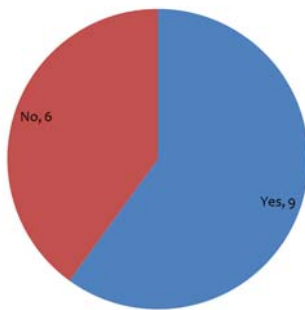
Parents were asked to describe their willingness to participate in the following programs. Program description are below the corresponding pie chart.

Parent Remote Drop-Off



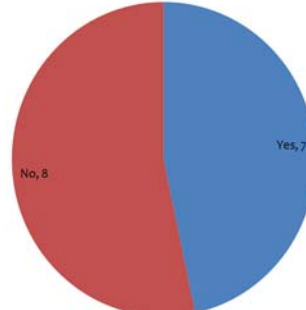
Parents drop students off within a walkable distance of school. The students then walk the remaining distance.

Bus Remote Drop-Off



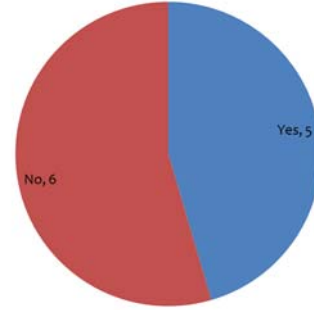
The bus driver drops students off within a walkable distance of school. The students then walk the remaining distance

Shared Rural Bus Stops



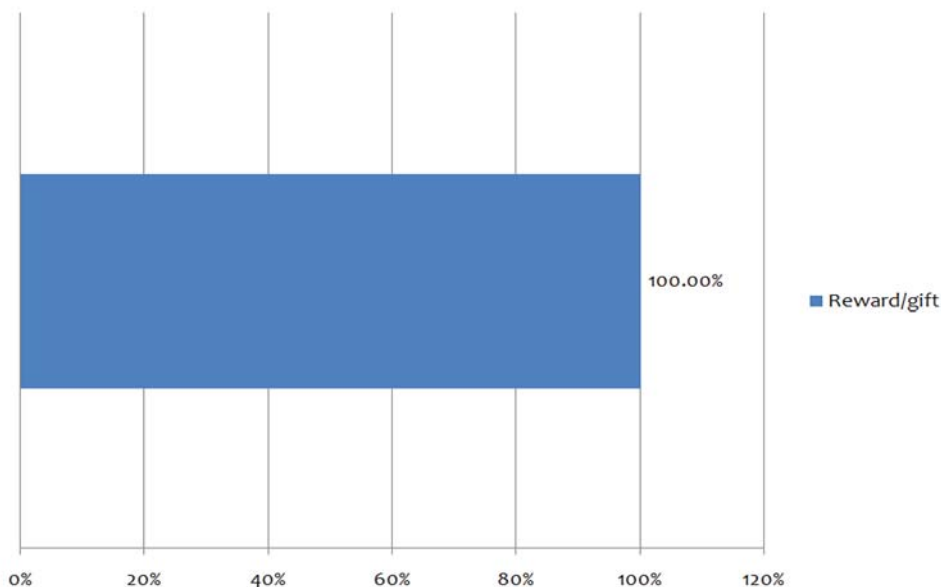
Students walk to a shared bus stop and the bus picks them up from this location.

Bike Racks on School Buses



Students ride their bike to the bus stop and use the bike rack on the school bus to transport the bike to and from school.

Incentives/Programs



The only parent suggestion for increasing walking and biking to school is to offer rewards or gift to students who walk or bike.



St. Paul's Elementary Project List

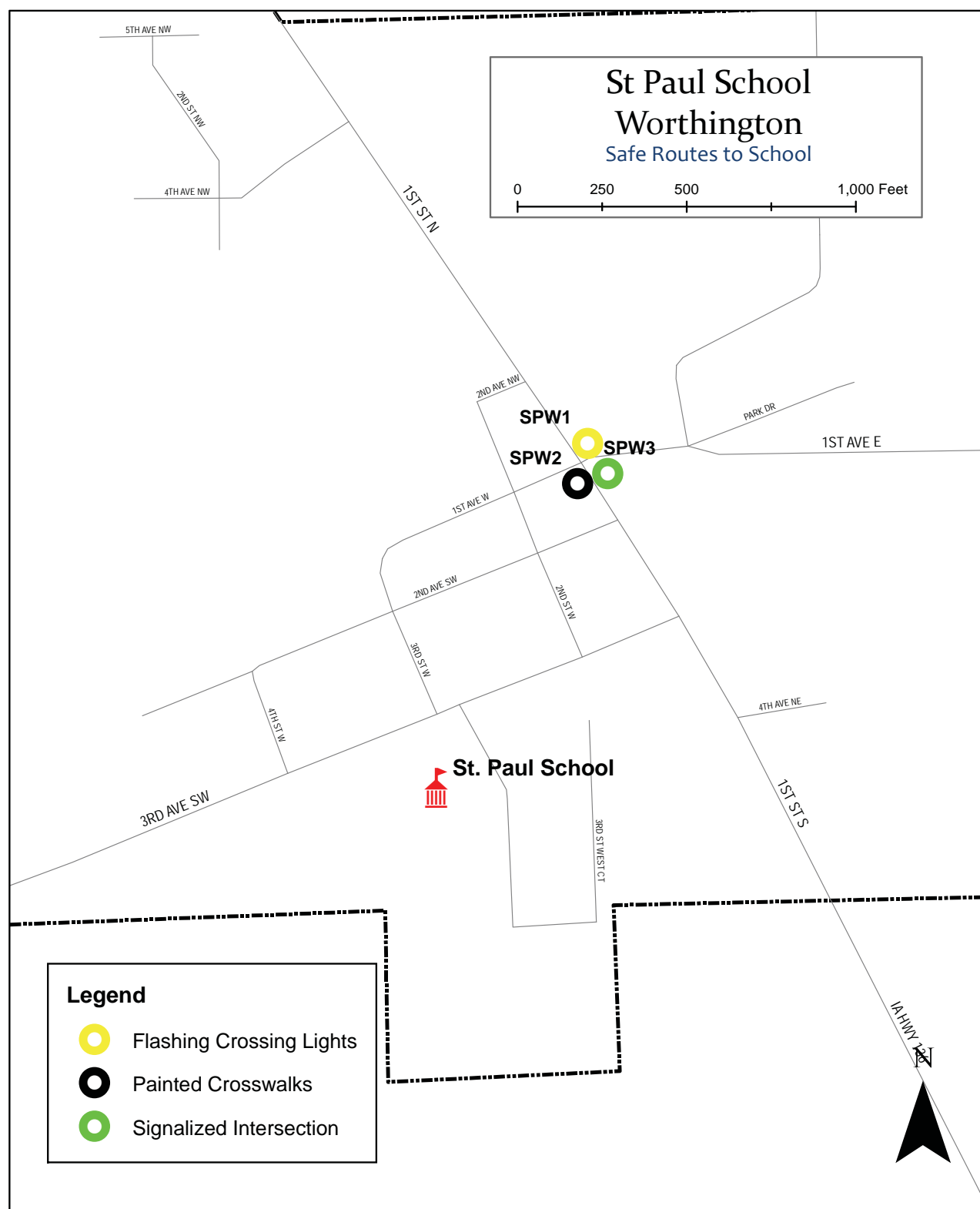
Staff met with St. Paul's Elementary School administrators and local government officials to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were suggested at this meeting.

	Problem	Solution
SPW1	Dangerous intersection at 1st St N (IA 136) and 1st Ave W	Flashing Crossing Light
SPW2	Dangerous intersection at 1st St N (IA 136) and 1st Ave W	Crosswalk
SPW3	Dangerous intersection at 1st St N (IA 136) and 1st Ave W	Stoplight
SPW4	Traffic on IA Hwy 136 regularly exceeds the speed limit.	Increase enforcement



Mapping St Paul Elementary School Project List

Based on the input received during public meetings and input sessions with school administrators, city planning and engineering staff, and the local police department, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on the previous page.



Present Conditions

Number of students: 748

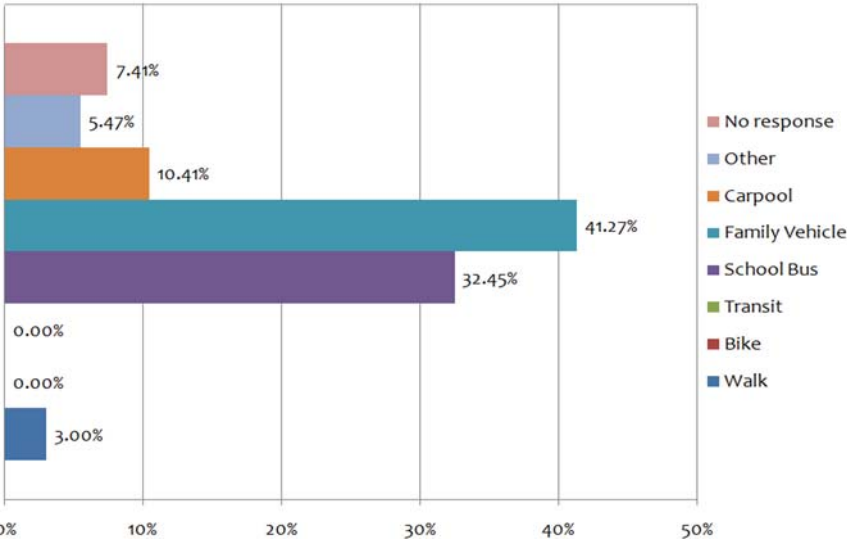
Student Surveys

Student surveys were administered to 9th through 12th graders, at Western Dubuque High School, during the month of November in 2009. During class, students were asked to fill out the survey form about their transportation to school. The survey asked students about the safety of their route to school and what they viewed as impediments to walking or biking to school.

Travel Mode to School

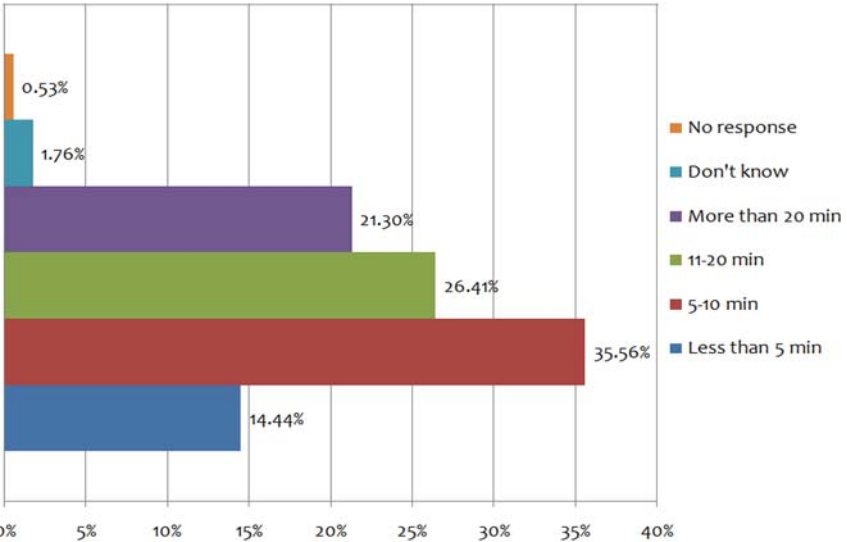
567 students responded to the survey, and this constitutes 76% of the student body.

Students responding to the survey travel to school by a family vehicle (41.27%), by a school bus (32.45%) or by carpooling (10.41%).



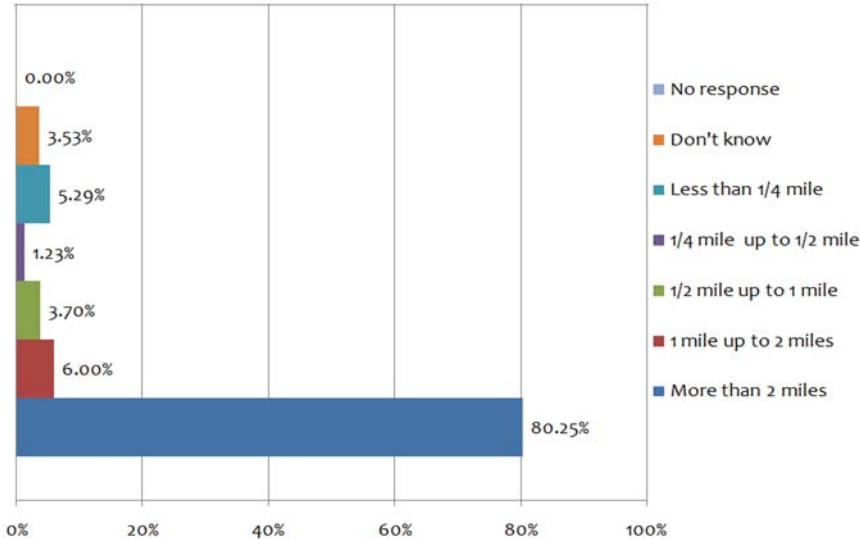
Travel Time to School

50% of students responding to the survey stated that they spend less than 10 minutes traveling to school.

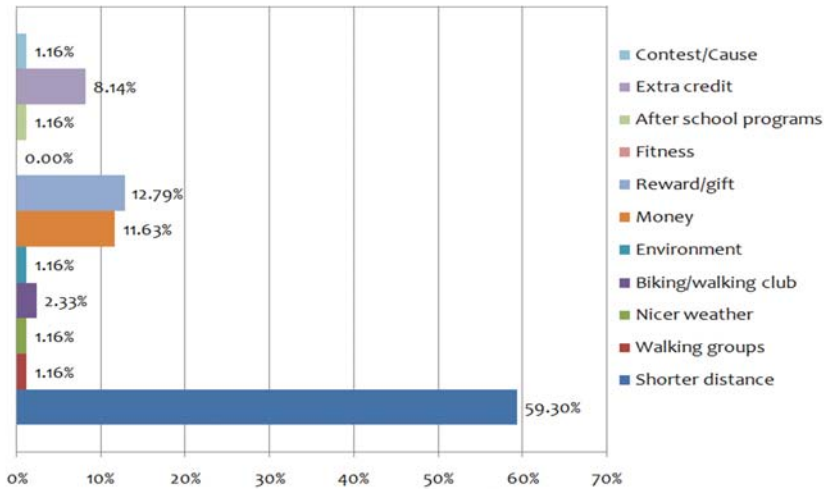


Travel Distance to School

Only 6.52% of students responding to the survey travel less than 1/2 mile to school, while 80.25% travel 2 miles or more to attend school.



Incentives/Programs



The top student suggestions for increasing walking and biking were:

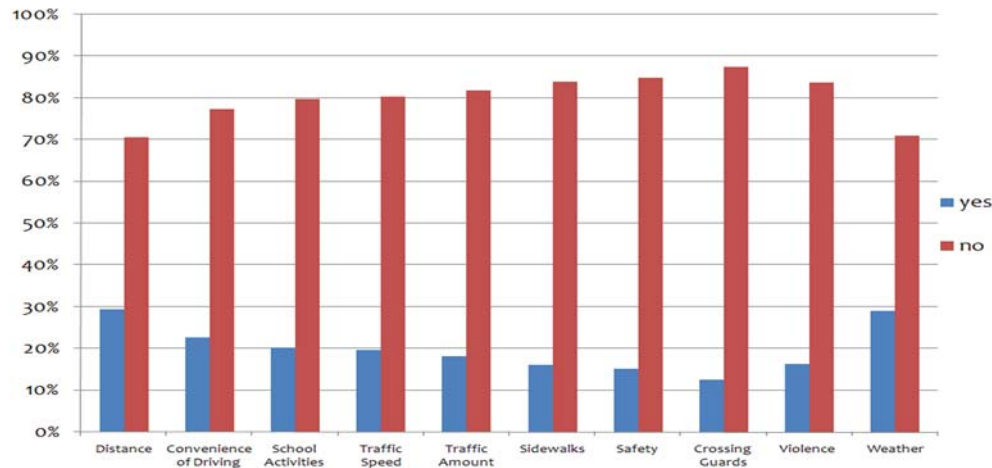
- 1. Shorter distance
- 2. Reward/gift
- 3. Money

The streets cited most often by students as being unsafe included:

- 1. Highway 20
- 2. Thunder Hills Road
- 3. Dodge St. and Northwest Arterial
- 4. Pennsylvania and NW Arterial
- 5. Hwy 20 and Old Highway Road
- 6. Old Castle Road to Highway 20
- 7. Kidder and Bobcat
- 8. Gunclub Bridge
- 9. Area around the school

Environmental Factors Impacting Walking/Biking

The most common changes that would encourage more students to walk or bike to school included nicer weather, shorter distance, making driving less convenient. The major issues brought up by students were distance and weather.



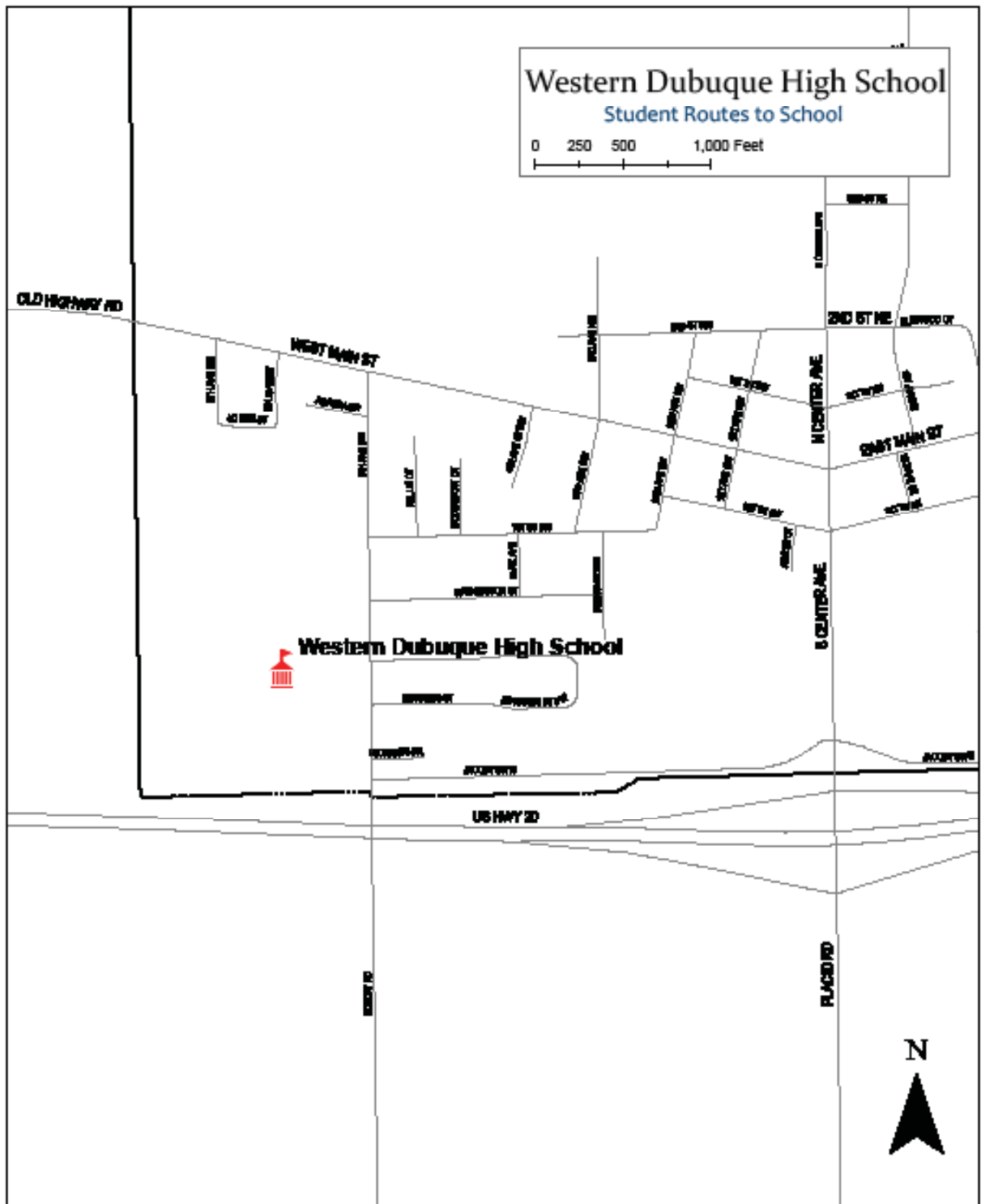
• Western Dubuque High School Project List

Staff met with Western Dubuque High School administrators and local government officials to discuss problems impacting children who walk or bike to school. During these meetings, both structural and educational solutions were discussed. The following table contains the problems and solutions that were suggested at this meeting.

	Problem	Solution
	No input was submitted for Western Dubuque High School.	

Mapping Western Dubuque High School Project List

Based on the input received during public meetings and input sessions with school administrators, city staff, and local law enforcement, the following map was created to provide a visual representation of the projects. Each marker on the map corresponds to an issue in the table on the previous page.





Projects by Type

Projects identified in the summary reports were grouped by project type. The following table shows the number of projects in each group by school, and the total number of projects in each group. Projects 6-10 were specific to one school.

Project No	Project Type	Aquin Elementary	Beckman Catholic Middle and High School	Bernard Elementary	Cascade Elementary	Drexler Elementary	Drexler Middle School	Dyersville Elementary	Epworth Elementary	Hennessy St. Boniface Center	Hennessy St. Peter and Paul Center	LaSalle Holy Cross Center	LaSalle Trinity Center, Luxembourg	Peosta Elementary	Seton Middle School St. Joseph*	Seton Catholic St. John Center	St. Francis Xavier Elementary	St. Paul's Elementary	Western Dubuque High School*	TOTAL	
1	High Visibility Painted Crosswalks	3			3	3	3	2	3			1	2	1		1	1	1		24	
2	Flashing School Crossing Lights									1	1	2	2	1		1		1		9	
3	Build Sidewalks		2	2	3	2	3	2	1	1	1		1	3		3	1			25	
4	P.E. Classes, "I Got Caught" Program									1	1									2	
5	Stoplight		1										1					1		3	
6	Improve Communication w/ Day Care Center	1																		1	Projects Unique to One Specific School
7	Construct Pedestrian Bridge									1										1	
8	Increase Enforcement																	1		1	
9	Repair Sidewalks		1																	1	
10	Reduce Speed Zone									1										1	
		4	4	2	6	5	6	4	4	5	3	4	5	5	0	5	2	4	0	68	TOTAL



Project Cost Estimates by Type

The total number of projects in each group were multiplied by cost estimates to produce a cost estimate by project type. High and low cost estimates are meant to account for different material types the extent of the final projects. No estimate was made for projects that were measured in linear feet or hours. Final cost estimates for these projects will depend on the scope of the projects which has not been determined at this time.

Unit Abbreviations:

EA = Each, LF = Linear Foot, SF = Square Foot, YR = Year, SY = Square Yard

Project No.	Project Type	Total Number of Projects	Cost- Low Estimate	Cost- High Estimate	Unit	Total Cost Low	Total Cost High
3	Build Sidewalks	25	\$-	\$-	LF	\$-	\$-
1	High Visibility Crosswalks	24	\$1,000	\$3,000	EA	\$24,000	\$72,000
2	Flashing School Crossing Lights	9	\$125,000	\$-	EA	\$1,125,000	\$-
5	Stoplight	3	\$-	\$-	EA	\$-	\$-
4	P.E Classes "I Got Caught" Program	2	\$-	\$-	EA	\$-	\$-
Projects Unique to One Specific School							
6	Improve Communication with Day Care	1	\$-	\$-	EA	\$-	\$-
7	Construct Pedestrian Bridge	1	\$1,000,000	\$-	EA	\$1,000,000	\$-
8	Increase Enforcement	1	\$-	\$-	EA	\$-	\$-
9	Repair Sidewalks	1	\$-	\$-	LF	\$-	\$-
10	Reduce Speed Zone	1	\$-	\$-	EA	\$-	\$-

